CYCLE NEWS
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SECOND CLASS
DATED MATERIAL

ENSENADA G.P.

ROAD RIDERS - SCRAMBLERS

CYCLE NEWS 15¢

"America's only weekly newspaper covering the motorcycle sport"

WEEK OF OCTOBER 13 through OCTOBER 19, 1966 VOLUME III NUMBER 40

CALENDAR OF EVENTS

SUNDAY, OCTOBER 16th

TT SCRAMBLES—by Hayward M.C. at Hayward, California.

POKER RUN—by Masterlinks M.C. at Hanford, California.

SCRAMBLES—by Sprockets M.C. at Bakersfield, California.

ACA SHORT TRACK — at Ventura Fairgrounds. Pit gates open at 10 a.m., practice Noon. First race at 1 p.m.

SPORTSMAN SCRAMBLES — by Fort Sutter M.C., AMA sanct. at Helvetia Park, Sacramento, Calif. (6 mi. W. of Sacto on Hiway #16) Signup 9-11am, race at Noon. Rain or shine.

STATE CHAMPIONSHIP HARE SCRAMBLES — by Buzzards M.C. limed from Kramer Junction "Four Corners". Start at 10am rain or shine. Point Run. Entry $4.00. Lots of trophies.

POKER RUN - by California Eagle's M.C. Scenic tour of less than 100 miles, No freeway riding - any size invited. Start 8-9:30 am. Norm Reeves 15745 Lakewood Blvd. Dress competition by R.R.C rules, family games, special award for outriders.

TT SCRAMBLES—by 13 Rebels at Prado Park. Lightweight, all classes & events incl. 15" Novice, too. 8am, (please be early!). Big Bikes: Amateur & Expert 11am, Novice, 2pm.

SCRAMBLES—by Palo Alto M.C. at Fremont, Calif. (Durham turnoff on Hiway #17 next to Drag Strip). Signup closes at 10:30am. practice 9-11am, race at 12:30pm. $1.50, ride or watch. Lots of trophies! Class C tires only, no knobbies. All riders & machines must comply with AMA & Dist. 36 rules.

SCRAMBLES at Champion Speedway. Sponsored by Bay City M.C. Adm. $1.50 to watch or to ride. Class C Traction recommended. Signup & practice 9 to 11:30, races start at noon.

CLASS C ½ MILE FLAT TRACK — Altamont Speedway, P.O. Box 1042, Livermore, Calif.

WEDNESDAY, OCT. 19th.

ACA SHORT TRACK — Orange County Speedway. Pit gates opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located off the Santa Ana Fwy. south of Tustin exit. 5 miles from El Toro Air Station.

Cancelled

THURSDAY, OCT. 20th.

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 21st.

CLASS C ½ MILE FLAT TRACK — Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 22nd

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

AMA CLASS "C" TT — at the new San Gabriel Valley Raceway. 2 miles N. of the San Bernardino Freeway on Rivergrade Road (#605) in the city of Irwindale. Gates open at 6:30, qualifying at 7:30, racing starts at 8:15. Nov., Am., Exp.

INDOOR SPORTSMAN SHORT TRACK — Everett M.C. at Gold Creek Park, Southeast of Woodinville, Wash., on Redmond Rd. Every Saturday night through March except Dec. 24 & 31. Everett M.C., 726 112th St. S.W. Everett, Wash. 98202.

SUNDAY, OCTOBER 23rd

SCRAMBLES — by Golden Bears M.C. at Manteca, California.

SCRAMBLES-by South County M.C. at Uvas Dam, California.

TT SCRAMBLES—by Nomads M.C. at Prado Park. All small bikes 8:30-11am, Big bikes 11-2pm, Exp. and Am., Novices 2 'til ?. Entries close ½ hr. before race time. AMA sanct. Point run. $1.25 donation. $1. entry.

SCRAMBLES presented by So. Co. M.C. of Gilroy. AMA sanct. At Cycle Hills near Uvas Dam in Morgan Hill. Roads will be limed. Signup 9 a.m., race noon. $1.50 watch or ride.

FALL TIRE CLIMB—by Blue Barons M.C. For information, write 3312 Forth Plain Road, Vancouver, Washington.

PACIFIC-SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES — by Spoke Benders M.C. Limed from Stoddard Wells, Bell Mountain Road. Five miles North of Victorville, Calif., on Hiway #66. Separate trail bike course. Trophies. Starts 10 am, fee $4.25. Dist. 37 points. 3 loops of approx. 30 mi. All classes. Stripped Crusaders welcome! Sidehacks welcome too (if you shave!)

SPORTSMAN HILL CLIMB — by Bakersfield Reveliers M.C. at Outlaw Canyon between Hart Memorial Park and Lake Ming on the Alfred Harrell Hiway, ten miles N.E. of Bakersfield. AMA sanctioned. Practice 8-10am, Ltwt. 10am. Hvywt. Noon. All classes, 90cc and up. Skydiving at lunchbreak.

ROAD ENDURO — by Washington '99" M.C. For info., write: P.O. Box 623, Seattle, Washington.

TT SCRAMBLES — By the Sinners M.C. at Bay Mare track. Small bikes 9 a.m. big ones noon. Limed from Camarillo turnoff, Ventura Fwy.

THURSDAY, OCT. 27th.

ACA SHORT TRACK — South Gate Speedway. Pit gate opens 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 28th.

CLASS C FLAT TRACK — Ascot Park. Weekly ½ mile show at 183rd St. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, OCT. 29th.

CLASS C TT—Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C ½ MILE FLAT TRACK—Altamont Speedway, P.O. Box 1042, Livermore, Calif.

OCTOBER 29th & 30th.

12th ANNUAL DEATH VALLEY MOTORCYCLE TOUR—By Motorcycle Tours, Inc. AMA sanct. Biggest tour of them all! 5000 riders from every state & country. 100 custom trophies. Entertainment, parade of antique cycles, McLaglen Drill Team performs, continuous movies, gifts for every official entry. Get official entry blanks at your motorcycle dealer. Only official mail entries fully completed and signed properly, received before Saturday, October 15, will be accepted.

SUNDAY, OCTOBER 30th

BOYS CLUB BENEFIT RUN — by Tacoma Yellow Jackets M.C. For info. write: 1918 S. G St., Tacoma, Washington.

TT SCRAMBLES—Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10 am, Racing at Noon.

SCRAMBLES — North Bay M.C. at Santa Rosa, California.

1st ANNUAL BIG FOOT ENDURO-by Trinity Trailsters M.C. AMA sanct. approx. 4-hr. run. Classes: 0-125 A&B, 125 & 250 A&B, 250 Open A&B. Start at 9:01 am. Legal equip. requested. Entry fee $3.00. Trophies & pins. Any standard entry blank accepted. For info. on starting location, call or write; Trinity Trailsters, P.O. Box 177, Willow Creek, Calif. Phone 629-2153.

ALL-DAY PRACTICE SESSION — at Eastside Cycle Park, Tucson, Arizona. No charge, no nothin'. Just a chance to get gearing, etc., right that you want to run with, when the track opens November 15.

2nd ANNUAL BEAN RUN—by Whittier Rejects M.C. starts 8-11 a.m. at Le Bard & Underwood, 221 E. Imperial Hiway, La Habra, Calif. AMA point run. Sign-in for returning Death Valley riders will be at the Wrightwood turnoff in Cajon Pass. (free coffee & donuts at start). Get directions at start. Finish will close at 3pm. Meal tickets will be avail. for late arrivals. Trophies for poker hands, bean count, & sweepstakes. No machine judging. Beans, bread, beer, coffee & pop served. Entry $2.

THURSDAY, NOV. 3rd

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 pm. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, NOV. 4th.

CLASS C FLAT TRACK — Ascot Park, 183rd St. and Vermont, Gardena, Calif. Weekly ½ mile event. Practice at 6:00 p.m., racing at 8:15 p.m.

SAT. & SUN., NOV. 5 & 6

INTERNATIONAL M/C SPEED TRIALS — at new Lagune Salada course. Contact Bill Martin at 1359 Hollywood Way, Burbank, Calif. for entry and info. Course is 18 miles west of Tijuana, Mexico. Speed runs sunrise to sunset. 50cc-300cc per AMA rules.

SATURDAY, NOV. 5th.

20 LAP STATE CHAMPIONSHIP GRAND PRIX TT STEEPLECHASE Winner will be California State Champion for 1966. Ascot Park, 183rd and Vermont, Gardena, Calif. AMA Class C event, first race at 8:00 pm.

SUNDAY, NOVEMBER 6th.

SPORTSMAN HILLCLIMB — Practice 10-noon. Climbs start 1 p.m. Located at Milton Allen's ranch, 4 miles north of Oakhurst on Hwy. 41. Sponsored by Oakhurst Hillbillies and Motorcycle Explorer Post 305 (B.S.A.).

EUROPEAN SCRAMBLES—1st Annual "Brush-Bash" by Lions M.C. of San Diego, co-sponsored by Sage-Hoppers of Encinitas. AMA Event, at Encinitas. Limed from Interstate #5 (P.C. Hiway #101) and San Marcos Rd. at Encinitas. Lunchwagon, heads and ambulance. Practice 9:30am, first race 11am. Entrance fee $3.00, no admittance chg. For info., call Bob Gooding, (714) 735-2907.

GRAND PRIX ROAD RACE - 3rd annual ACA U.S.G.P. at Willow Springs Raceway. Professional event, $1,000 guar. or 40% of gate. Classes: 50, 100, 125, 175, 250, 350, 500, Open & Sidecar. Trophies in all prod. classes. Inq. Box 247, Fullerton, Calif. or phone (714) 847-7629. Post entries after Oct. 31, $25.00.

WASHINGTON STATE CHAMPIONSHIP COWBELL ENDURO — Mt. Baker M.C. at Bellingham. Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

HARE SCRAMBLES—Pacific Coast Championship by Polka Dots M.C. at Willeysville, Calif.

SPORTSMAN HILLCLIMB—by Explorer Post 305 (the motorcyling Boy Scouts) at Oakhurst. Explorer Post 305, 424 S. A St., Madera, Calif.

HARE AND HOUND—Cascade M.C. of Bend, Oregon. Start at 9:00 a.m. rain or shine. Follow the markers from the intersection of Highways 97 & 20 (3rd and Greenwood) in Bend. Entry fee: $2.00. For entries and information contact Cascade M.C. 136 Greenwood Ave., Bend, Oregon.

JACKASS ENDURO — by the Foothill Hawks M.C., 8am. Start Noon, check & finish at Red Mountain. Limed from Red Mountain. Ride the trails of single blanket Jackass prospectors, an adventurous run thru the historic Rand Mountains and Summit Diggin's. An unforgettable classic for those who have ridden past events. License and muffler req. by Dist. #37. Approx. 100 mi. All classes. Point run. Club teams. One loop for 100cc class. Unique frying pan pins for all entries. Fee: $3.00 (mail) $4.00 (post). Mail entries must be postmarked before midnite, Oct. 22nd., to 7813 So. Blackford, Whittier, Calif. You don't have to belong to ANYTHING to ride this event. Please be our guest!

THURSDAY, NOV. 10th.

ACA SHORT TRACK — South Gate Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, NOV. 11th.

CLASS C ½ MILE FLAT TRACK—weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SUNDAY, NOV. 13th.

CLASS C TT STEEPLECHASE — Altamont Speedway, P.O. Box 1042, Livermore, Calif.

CROSS COUNTRY BRUSH ENDURO—Lucky Spokes M.C., Rt. 1, Box 010, Brush Prairie, Wash. 98606.

ENDURO — 20th Hayward Cowbell at Upper Lake.

TT SCRAMBLES—opening at Eastside Cycle Park, Tucson, Arizona. To be scheduled the 2nd Sunday of every month until Spring. ½ mile, graded & oiled with 3 jumps. Take Hiway 80 East to Wilmot, turn left. Landing field, overnight camping, refreshments and all facilities.

TT SCRAMBLES—opening at Eastside Cycle Park, Tucson, Arizona. To be scheduled the 2nd Sunday of every month until Spring. ½ mile, graded & oiled with 3 jumps. Take Hiway 80 East to Wilmot, turn left. Landing field, overnight camping, refreshments and all facilities.

TELL THEM YOU SAW IT IN CYCLE NEWS

THURSDAY, NOV. 17th.

ACA SHORT TRACK — South Gate Speedway. Pit gates open 6:00p.m. racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRI., SAT. & SUNDAY. NOVEMBER 18, 19, 20th.

INTERNATIONAL MOTORCYCLE AND SPORTS SHOW — by Trojan Enterprises at Long Beach Memorial Arena, foot of Rainbow Pier, Long Beach, Calif.

NOVEMBER 19th & 20th.

8th ANNUAL DIRT DIGGERS GRAND PRIX—1st INTERNATIONAL CHAMPIONSHIP MOTO CROSS AND SCRAMBLES...at Simi Ranch, (Hopetown), formerly Corriganville, 6543 Los Angeles Ave., Santa Susana, Calif. Nov. 19th — Ltwt. 250cc and under, trophies for Novice, Amateur, Expert, Sportsman Exp. and Pro and Internatl. Events. $1000. purse. Nov. 20th — Hywt. 260cc and over, trophies for Novice, Amateur, Exp., Sidehacks and Pro. and Internat'l Events. $1000. purse. All riders, regardless of affiliation are invited to participate. Mail $7.00 entry to Dirtdiggers M.C., P.O. Bx 1513, Culver City, Calif. before midnite Oct. 29. Start position determined by postmark. Enclose 2 self-addressed envelopes. (Post entries will be $100.) Foreign & out-of-state riders write for details, we assign riding #'s. Requirements: 3 number plates, folding foot pegs, optional traction, rider & mach. free. Spectators $1.50.

SUNDAY, NOV. 27th.

MUD SCRAMBLES — Olympic Peninsula M.C., P.O. Box 723, Pt. Angeles, Wash. 98362.

ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

Weekly

EVERY THURSDAY NIGHT

ACA SHORT TRACK — South Gate Speedway. Pit gates open at 6:00 p.m., close 7:00 p.m. Professional Class A rules, 50cc, 100cc and 250cc classes. Take Firestone cutoff east of Long Beach Fwy. to Garfield, south on Garfield one block to Southern, west on Southern to track.

EVERY FRIDAY NIGHT

SCRAMBLES - Lodi M.C. at Lodi Cycle Bowl. Dist 36 AMA sportsmen sanction. Signup and practice 6:00-7:00 p.m., 6 or more riders make a class. Class C traction, high point trophies all classes. Every Friday night through Aug. 26. Call 368—7182 for further information.

HALF-MILE FLAT TRACK—Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK — Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING — Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

PRACTICE SESSION — South Gate Raceway (Firestone and Long Beach Fwy.) NO License or membership necessary. 500cc. singles only, no brakes. For further information call (714) 842-3813, ask for Mike.

DRAG RACING-Fontana Drag City, San Bernardino Fwy. to Etiwanda turnoff, north to Foothill, right on Foothill to strip. Gates open at 5:30 p.m. eliminations start at 8:00 p.m.

SATURDAYS

DRAG RACE — Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY — Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

TT STEEPLECHASE—First Saturday night of each month at Ascot Park, 183rd and Vermont, Gardena. AMA Class C event, first race 8:00 p.m.

EVERY SATURDAY NIGHT

TT SCRAMBLES - Elsinore Race Track. Every Saturday night starting July 16th. Practice starts approximately at 4 o'clock. Entries close at 7 o'clock. No points, but trophies given, with opportunity for plenty of fun racing.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

You'll always see it FIRST in **CYCLE NEWS**

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Guest Editorial

MEANINGFUL LEGISLATION Part III

By Robert O. Fee

In 1965 a mandatory helmet bill was introduced into the California legislature. Fortunately it failed to pass. In 1967 another mandatory helmet bill will be introduced into the legislature. It will not be a motorcyclist who introduces the bill, but some well intentioned amateur do-gooder who believes that a helmet will instantly curtail all motorcycle accidents and the resulting injuries and death.

The Committee for Better Motorcycling at their August, 28th meeting, discussed legislation and compiled at the following list that they will recommend to be introduced in the 1967 legislature. These are not cure-alls and do not impinge on the right of any cyclist to court disaster if he so chooses. But they will help protect someone else from being taken along with him.

1. All motorcycles sold in the state shall be equipped with safety rims. (The Highway Patrol furnishes each of their motor officers with this protection.)

2. A special endorsement of the operators license shall be required to operate a motorcycle on public streets. (The endorsement would consist of a special driving test performed in traffic at the direction and under the supervision of motorcycle police officer.)

3. Require motorcycle oriented subjects in high school driver education classes.

4. Require renters of motorcycles and motorscooters to furnish a helmet with all rentals at the time of renting. (This does not keep the rentee from refusing to use it if he so chooses.)

5. Require the seller of a motorcycle to inform the buyer that a safety helmet is desirable protection while operating a motorcycle by

a. A sticker on the speedometer with a warning similar to the warning carried on a package of cigarettes. (When the buyer pulls the sticker off, he has been informed and the choice is his.)

b. A signed statement from parents of riders under 21 attesting that they understand the value of a safety helmet while operating a motorcycle. (By their signature they have been informed and the choice is theirs.)

6. Require a stiff sole to be worn by the rider in such a manner as to be interposed between the foot and operating controls. (If a rider wants to risk his foot in thongs or slippers, it's his foot. However, for the safety of others he should be able to apply the brakes in a positive, unflinching action.)

The CBM would like to hear from any rider who feels he has a point that should be considered. The CBM's underlying philosophy is: No individual should be mandatorily required by the government to take any action, to buy any item or wear any apparel that does not directly contribute to the safety of other motorists or the general public. Send your comments to: The Committee for Better Motorcycling, 105 No. Vermont Ave., Glendora, Calif. 91740.

The CBM plans to present the foregoing slats to legislative representatives immediately after the November election. CN will relate their reactions and furnish information how you can participate in next year's legislative process.

FOURTH FUNISH THE FINNY CONTEST WON BY CLETE HRUSKA

We thought we really had a toughie of an unfinished funny for you guys this time, but you came up with more good joke lines for this loonie cartoon than any of the other three. The only tough thing was picking the winner. Five dollars and the framed original pen and ink drawing of Herman's goes to Clete Hruska of Brea, Calif. for his funniest funny.

Some of the runners up were: "Man, I dig that crazy Crash helmet!" Don Coach. "Will you honor my AMA card?".. Dick Brownell. "Take me to your dealer!,,.. Carol Coolbaugh. "Take me to your sponsor!" ..David Aldana. "Mind if I go for a spin?".. Bob Williams.

Watch for another Finish the Funny contest in Cycle News soon as Herman splashes down out of orbit.

By Chuck Clayton

If anyone ever wants to sparkle up a motorcycle show, I strongly recommend that they engage the services of the Ace of Clubs M.C. Drill Team as we did last weekend for our first attempt at organizing a bike tour. These gentlemen (and two very acrobatic young ladies) are carrying on the tradition of precision riding instilled in them by their late President Darrol Peacor. They played their entire repertoire before the citizens and officials of Ensenada and won enthusiastic applause for their thrilling maneuvers.

In addition to providing a show to compete with Sunday's races, which were about to begin on the other side of town, the Ace of Clubs capably manned the checkpoints of Saturday's poker run and handled many of the other chores so necessary to a run of this magnitude.

Quietest Night

This was the first Southwestern international motorcycle tour, and the first road ride put on in conjunction with a motorcycle race in recent memory.

To begin with, we were advised against even having the run by a number of people whose opinions we respect. "You are bound to have trouble with the 'element,'" they objected. "It might turn out to be another black eye for motorcycling," they said.

We worried about this unnecessarily, as it turned out. Sr. Eliseo Garcia, the Chief of the State and Federal Tourism Department remarked that last Saturday night was one of the quietest nights he'd seen in Ensenada, even though there was a convention of camperites and a dog show happening in the town in addition to the tour and races that weekend. "Your riders are even better behaved than our local boys," he confided. Indeed, the stately roar of the Harleys and BSA's was far less grating on the ears than the usual racket of the unmuffled Islos, Vespas and Yamahas that Ensenada is used to.

Professor Hermida, the Mayor of Ensenada, was one of those who expressed misgivings about the tour. When I asked him Sunday how he liked the motorcycle riders now, the mayor replied with much energy "Magnifico! Magnifico!"

Ensenada also boasts a very fine police department under police Chief Camacho. His officers are trained to assist, rather than arrest people. The Chief decided to enforce an Ensenada law against drinking in public, and thus any trouble which may have occurred was easily prevented.

I think the tour proved at least one thing we have always suspected, that motorcycle enthusiasts as a whole are one of the finest groups in North America, and as long as a courteous but firm police force is tending to business, they should be at least as welcome to any fair city as yachtsmen, dog fanciers or camperites. I think we also demonstrated that the disruptive power of the 'element' has been greatly overrated. Let those who say "you can't let motorcyclists gather" read our story and reconsider. Here we had 140 road riders and 350 racers and their entourage convening in a Mexican town of 42,561 population and not a single one ever saw the inside of the calaboose, nor was there any trouble at all.

Yet the annual yacht race in May fills the jail up every year. Maybe the bad cyclists have taken up sailing?

There were a fair share of predictable goof-ups on our first Tour. The silver Aztec Calendar pins that we gave to each entry failed to arrive from Taxco on time for the start and had to be passed out at the parade on Sunday.

Two Campgrounds

Then the riders were misdirected to the campgrounds and when the campsite was finally found, a few of the less skillful riders complained they could not navigate the dirt road leading into it. So another campsite was arranged, this one on a beautiful beach close to town, accessible by a hardpacked road. There were free showers and restrooms and even a laundry room at the second camp, but it was nearly dark by this time and the impatient riders had discovered that motels were cheap and so they elected to spend the night indoors, leaving left the Mexican guards to stand watch over empty beaches and prairie.

Gripe Session Enjoyed By All

Probably the most enjoyable part of the weekend's festiyities for many riders was the Saturday evening Grip Session. This was such a popular event that we are planning to make it a regular feature on the program. The first annual award for the Biggest Gripe of the Year went to Pappy Ward of San Diego for the immortal statement, "And I thought the Mickey Mouse Run was mickeymouse!"

Meanwhile back at City Hall the Ace of Clubs M.C. members directed by Road Captain Vern Selby organized the tour bikes in categories for the Most Beautiful Motorcycle Contest. Judges were the Chief of police and the Ensenada motorcycle corps. It was a difficult choice, but when the winners were announced manana everyone was satisfied with their decisions. (see results on page 16).

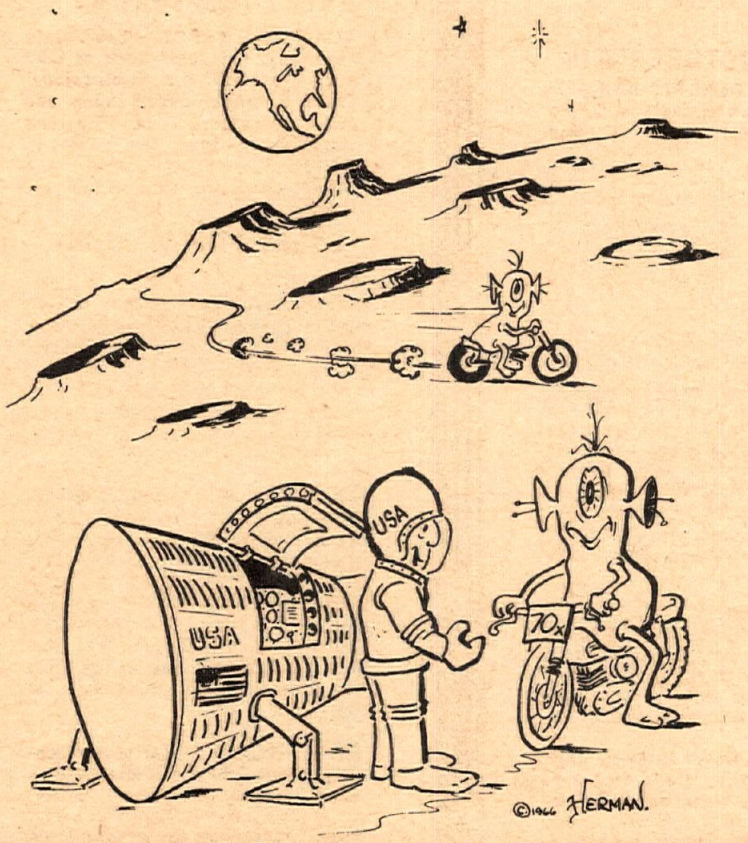
We may have discovered a way to end protests here. I certainly wouldn't want to try arguing with the Ensenada Chief. Apparently no one else wanted to either.

$600 Loss

Cycle News spent nearly $1,000 on this year's Grand Prix Tour and took in about $400. Next year we may have to spend more to make it an even greater success.

We tip our helmets to Oscar Gomez and Ernie Aragon of the Ensenada M.C. for their competent race organization.

FINISH the FUNNY CONTEST



"So you say your name is Triumph and the thing you ride is a Eddie Mulder!"
— Clete Hruska

Voice of California

Viva Vegas!

It was again my familys pleasure to enjoy a motorcycle weekend in Las Vegas Sept. 30, Oct. 1 & 2. We enjoyed Cycle Action movies Friday night, trailing Sat. afternoon, toured the local entertainment sports Sat. night. Sunday was spent at the Sunrise Raceway TT Scrambles sponsored by the Silver City Scramblers M.C.

Its a shame more Southern Calif. riders don't try this fine TT scrambles track. In my humble opinion it is one of the finest TT tracks that I have ever ridden. The course is always well prepared, maintained and exciting to ride and watch. When the sponsoring club states that the races will start at a certain time, you can bet they will, which in itself is unusual.

JIM PETERSON
Dirt Diggers South
Rowland Heights

Ed's Note—And congratulations to you, Jim for winning the Open Expert Class (again) at Vegas!

Edge Of The Coin

250 riders could not be wrong.

True the Shamrocks start was not the best. But the ones that did make the false start, did they see the banner drop or did they take off like one sheep following another? You always have a few who are over-eager. I was just as far back as anyone else. After the cards were marked at the start, one of the Shamrock riders rode up to the truck to let them know every thing was set. The banner was then RAISED, not DROPPED and this was when the false start was made. What some riders have to learn is the difference between dropping a banner and raising a banner.

It takes time to mark 300 cards. A rider should learn to relax.

It's possible to have a restart for scrambles and TTs. But what would be the answer for a restart for a hare and hound? Let the false starters make the first loop and then start everyone over again?

BILL A. ZAREMBA
Covina

STATE CHAMPIONSHIP?

Just read your article, "Shamrocks State Championship Hare & Hound" by Dick Wright. Are you guys for real? I read CYCLE NEWS because it is supposed to give the facts as they really are.

Let's set the records straight. At the riders meeting prior to this farce, it was stated that "the banner will be behind the riders", so all could see. Where was it??? — you guessed it — where at least two-thirds of the riders couldn't see it. Why did the majority of the riders start? Check with the people who held, or better yet, balanced the banner. A more fancy bit of cape work I have never seen. One would think the immortal bullfighter, Manolete, had returned to the ring.

If this was a false start, why weren't the riders turned back at the smoke bomb? Why wasn't there any radios at the checks to advise the riders? Why this and why that? Let's face it. The Shamrocks, who put on some of the best desert races, just goofed.

State Championship — my Bates seat!

GARY GERLICH

EDITOR—See "Once Around the Course" by Larry Haley in this issue for a participant's viewpoint.

A VERY HAIRY HOUND

By Dick Wright

CHECKERS M.C. CHECK CHASE AND HOUND RED ROCK CANYON, OCTOBER 9, 1966

The Checkers laid out the type of course for which they have become famous. It's long and rough; a real challenge for man and machine. Everyone who finished deserved some kind of an award for his determination. Lon Peterson, No. 7 Open Expert, who is 18-years-old and has been riding for two years, was able to take the over-all win among some real hot competition, as there were 250 big-bore entries, and it seemed that every hot shoe in District 37 was on the starting line.

It was a banner start at the bottom of a wide open sandy hill. The Checkers got the race off to a clean beginning and it was nice rolling to the first smoke bomb. The first loop of over forty miles had a mixture of all kinds of desert terrain. There was a four-mile sand wash that you could fly low through in fourth gear, and if that wasn't fast enough for you, you made a sharp right onto a wide fire road for another four miles of all-out fourth gear. Once you were off the fire road you headed toward the hills and hit some uphill fire roads, which are always a blast.

The downhill picked by the Checkers M.C. was a real challenge. It was a long, rocky, granite trail; you couldn't panic on the brakes and lock them up because it was very steep and just like riding on marbles, and it was off-camber to the right with about a fifteen foot drop-off.

The first loop was so long that a lot of riders ran out of gas. The second loop was not for sissies either. It was sixty miles of long sand washes, a couple of long downhill grades, and four water crossings about eighteen inches deep.

Lon Peterson checked into second spot behind Dick Vick about ten miles out of the first gas check. Lon caught up with Dick when Vick missed the lime and over-shot the course by a couple-hundred yards. They dualed in the toolies for the next five miles, and finally Lon was able to pass Vick, but in trying to maintain the lead, Lon crashed into the bank of a sand wash. After picking himself up he found a better way of getting out of the sand wash, he got back on the trail and finally caught up to Vick a little before one of the long, steep and sandy downhills that was a real shocker. At this point Vick was tiring, as he had missed a couple of runs and was not in shape, so he took the hill cautiously rather than drop the bike and be too tired to pick it up on the hill. Lon took this opportunity and turned it on coming down the hill. He was able to build up a twelve-minute lead by the time he took the checkered flag for a well deserved win over all.

Bob Belt, No. 6X, must have been really moving on his Greeves 250, as he came in fourth over-all right behind the fast company of Dick Vick, second place finisher No. 12, on his Triumph, and third place finisher Jack Byers, No. 28, also a Triumph.

The Shamrocks M.C. of Sunland really came to this run ready, willing, and able to race, as they had about 8 riders in the first fourteen finishers, which speaks rather highly for the caliber of riders in their club.

Everyone agreed that it was a rough two loops, but the riders who kept going and finished all agreed that it was a real good day of racing.

Trail Bike Action Report

The Trail Bikes Class had fifty entries, and the Checkers really gave them their money's worth by having them ride the first loop of over forty miles of open desert terrain on a course that was a real blast for a trail bike. It had everything that you would want to get into in a race: long, fast sand washes; rocky, granite down-hill trails; and fast fire roads. The way they handle in this kind of rough terrain is one of the big reasons why trail bikes are so popular.

Jack Morgan, No. 13, on a Hodaka, a consistent winner in his class, led the race from start to finish, but he was being pushed most of the way by Earl Roeseler, No. 1, on a Zundapp and they came into the finish line only three bike lengths apart.

Pete Foster, No. 279, on a Hodaka, got a well-deserved third place and was only about five minutes behind the leaders. This was a good ride for him considering it was the first time out on his new stock Hodaka. I know he was really getting with it as he and I were rubbing elbows for the last 15 miles. Pete was able to hold on to the third spot by getting up on top of and into the deep sand 3rd gear in the last sand wash.

More and more riders are getting interested in the trail bike class because the competition is becoming much keener, which of course adds to the interest of a competition rider, and this run was no exception. You really had to get with it and stay in the high gears to keep pace with the leaders.

The Checkers M.C. picked a good area to hold the run. It was a new course, and the start and finish area was well set up. Also, this run, as usual, pulled a lot of campers out the night before, which is always enjoyable, and everyone had a good time. There will be some good bench racing about this run as it was a long, hard go.

UNOFFICIAL TRAIL BIKE RESULTS

1. Jack Morgan	Hod
2. Earl Roeseler	Zun
3. Pete Foster	Hod
4. Dick Wright	Hod
5. Bobby Steffan	Hod

UNOFFICIAL OVERALL RESULTS

Lon Peterson	Tri Op Ex
Dick Vick	Tri Op Ex
Jack Byers	Tri Op Ex
Bob Belt	Gre 1st 250 Ex
Buck Smith	Tri Op Ex
Mike Patrick	Tri Op Ex
Gary Preston	Tri Op Ex
Whitey Martino	BSA Op Ex
Ed Scheidler	CZ 2nd 250 Ex
Rod Pack	Tri Am
Bruce Vaughn	Tri 1st 500 Nov

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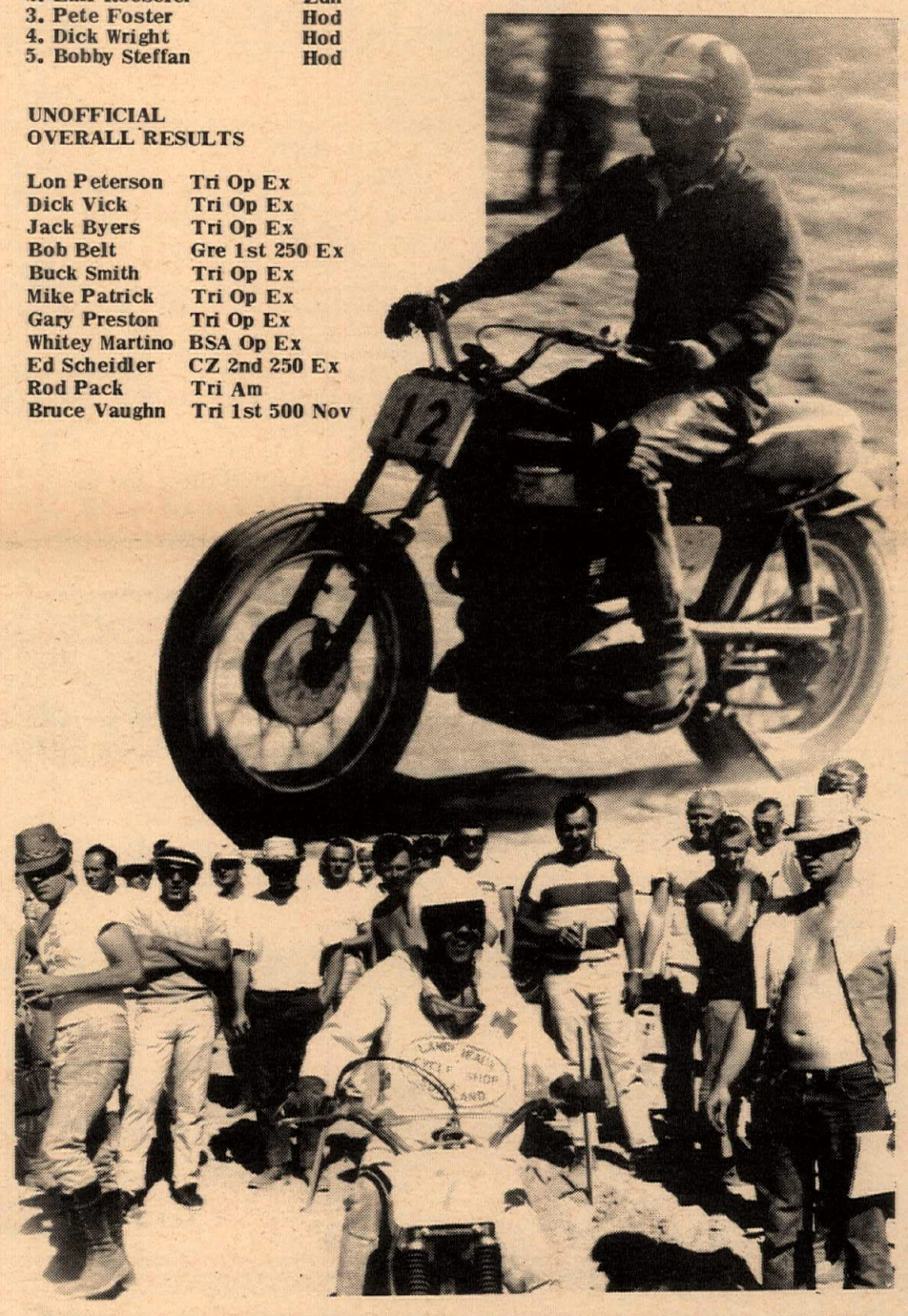
Below, Dick Vick comes to the finish line after being passed by the winner Lonnie Peterson (Shown at bottom).



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COTATI

Report and Photos by George Martin

With drizzly clouds threatening the bay area with rain and Ron Grant off in Mexico playing Rex of the mountain on a Baja record run, Sunday's AFM grand prix at Cotati was short on both crowd and talent.

Best scraps of the day occurred between Georganne Muhlberg and Bill Boyd on Yamaha 100s in the production category, and between Art Baumann and Dave Burchards on 350 Hondas in the GP events.

Baumann also managed a spectacular win in the 500cc class aboard a 351cc-kitted Honda Super Hawk tuned by Bob Vineyard, and continued his domination of the 250 production class on the Howard Motors-Team Cutlass Suzuki Hustler built by Don Bates.

Some of the highlights:

100cc Production Race

This was a real Lulu during the first three laps. Georganne Muhlberg and Bill Boyd got off the line at almost the same instant and immediately began running their own private race.

Georganne had both acceleration and top speed, but Boyd seemed to be a little sharper in the corners, and with astute use of Georganne's slipstream kept within striking distance on the first two laps.

"I got past her at one point," Boyd said later, "but I moved my foot back to the rear peg and accidentally turned off the key. By the time I got the bike running again she was gone, and I had lost her slipstream. Then she just began to build up her lead; I couldn't catch her."

350cc Grand Prix

As usual, the 350 race was a test to see who has the fastest Super Hawk. Also as usual the answer is Art Baumann, riding the Ex-Kibble-white-Young Precision Machining Honda. The bike now belongs to Baumann, but some of that old magic is still there, for the machine's acceleration and top end are still tops in class.

The only fly in Baumann's ointment is Dave Burchards, who, true to the "number two" tradition, tries harder. Burchards has the frightening habit of roaring through a turn with the power seemingly full-on, the bike's rear wheel skipping and skidding, and his teeth gritted like he wished he had a good strong bite on Baumann's leathers.

With Cotati's "long course" laid out, the boys had a full three miles per lap to dice in and they made the most of it. Burchards was behind more than he was ahead, but it was a close thing until about lap four when Baumann began to steadily pull away. Taking third at a respectful distance was Hunter Freeman of Oakland.

500cc Grand Prix

The things a gifted tuner can do with a Honda Super Hawk are enough to make strong men weep. The AFM's Cotati announcer tends to get rather choked up about the histroy and grandeur of the Norton Manx (winner of 34 TT's etc.) but it all sounds a little hollow when Baumann, Ron Grant or someone blasts past you, megaphones emitting an ear-shattering 10,000 rpm roar.

It seems even more hollow when, five or six seconds later, the bang-bang-bang of a big single heralds the approach of said Manx, persisting with all the impotent glory of the sinking British empire.

One only wishes Honda would get off its duff and put a five or six-speed close-ratio gearbox in the Hawk to make things a bit easier for hard-working tuners.

But enough philosophy. Dick Kilgore's Team Cutlass Honda 450 was first off the line but it was passed by Baumann on the 351 Honda and Phil Makanna on a Manx.

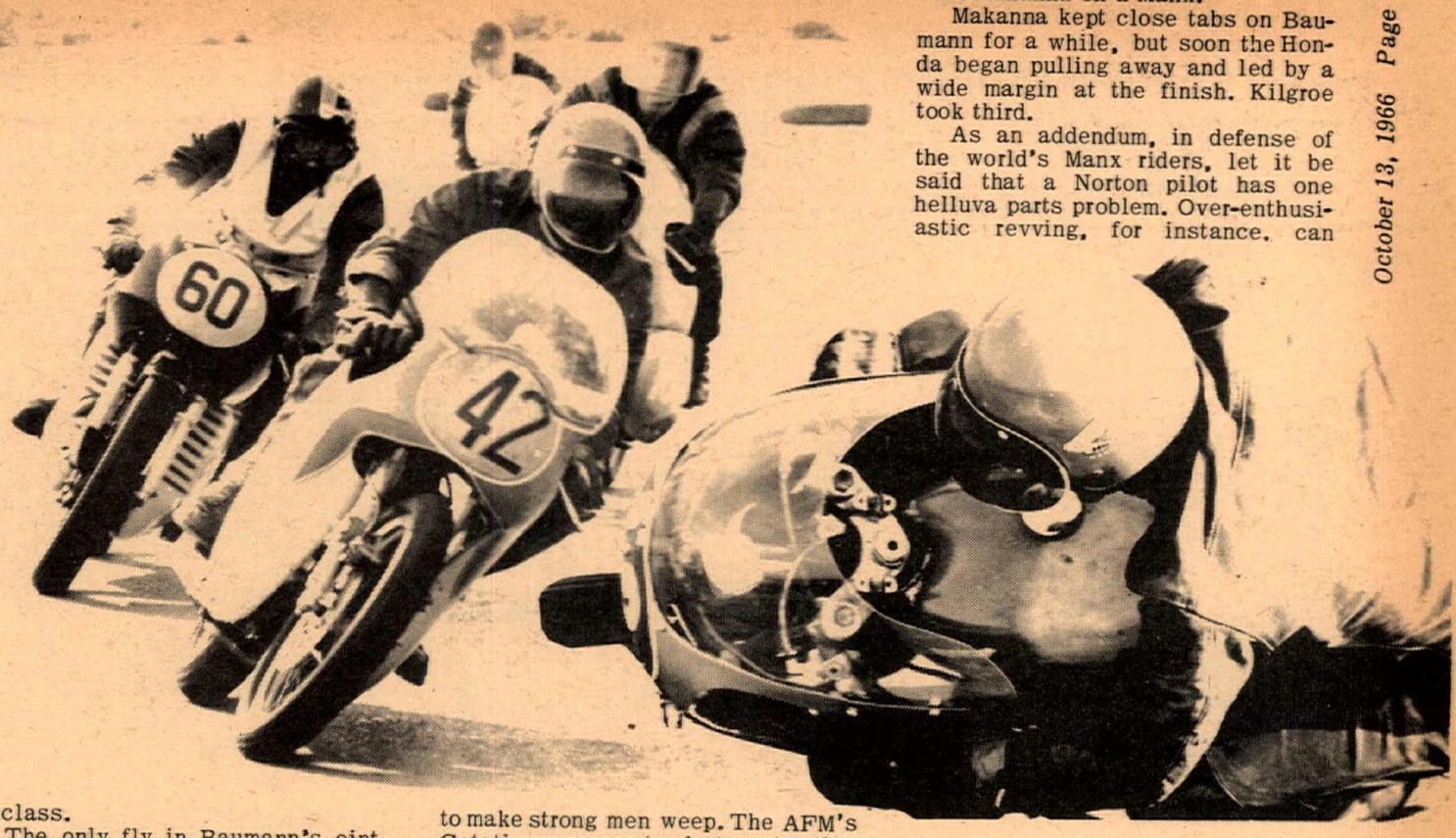
Makanna kept close tabs on Baumann for a while, but soon the Honda began pulling away and led by a wide margin at the finish. Kilgroe took third.

As an addendum, in defense of the world's Manx riders, let it be said that a Norton pilot has one helluva parts problem. Over-enthusiastic revving, for instance, can cause one to frazzle a sodium-filled exhaust valve which costs many bucks when it is available, and just now ain't hardly available.

Such problems as those enforce cautionary riding in the most enthusiastic of competitors.

A racing enthusiast with a religious bent might say that God is retaliating for the shortage of parts. AMC, Norton's parent company, is in serious financial trouble in England now. The British aren't saying much about it, but the US's Norton Distributor Joe Berliner has appeared

(Continued on page 22)



Dick Kilgroe of Hayward leads Phil Makanna of Clayton, Calif. in the 500 Grand Prix. Kilgroe (above seen overhead) rides a Honda 450, Makanna is Manx-mounted.

Benelli

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NORTHWEST SCRAMBLES CHAMPIONSHIP

By Vic Ebbutt

Ken Habeck, mathematics teacher at Shoreline Junior College of Seattle, put together a formula of one 250cc Husqvarna plus a large dose of riding ability and a heaping quantity of perseverance to win the Northwest Scrambles Championship on October 2 in Seattle, Washington.

The October 2nd race was sponsored by the Seattle Motorcycle Club at the Jolly Rogers' Motorcycle track and attracted a record total of 131 riders with machines from 50cc to 750cc.

The actual championship event was a combination of eight finalists; four men riding 250's and four men aboard 500 to 750's. Finalists were chosen from heat races which were run according to machine size with the first and second place riders advancing to the main event.

As the pictures will testify the race was run on a beautiful indian summer day. All 131 riders gave their partisans in the crowd a good show in this late season race.

Official results of this Northwest Championship Scrambles are as follows:

CHAMPIONSHIP

1. Ken Habeck, Seattle	**Hus 250**
2. Tony Schatz, Seattle	**Gre**

(Continued on page 16)

Veteran scrambler Wayne Wright number 20 of Tacoma leads number 28 Dennis Engberg, Seattle, and Rod Boustead of Bremerton out of sharp south turn.

"Gentleman Hal" Parks crosses Finish line to win first open heat, exclaiming "Can you imagine, four full laps without falling down?"

Number 79w Tony Schatz, who placed 2nd in Championship scrambles aboard a greeves goes into the first turn pursued by other willing would-be's.

Below: Scrambles champion of the Northwest, Ken Habeck of Seattle receives the trophy, from lovely Kathy DePoe of Seattle.

Below: Schoolteacher Ken Habeck, riding his new Husqvarna 250 to victory in Northwest Championship in Seattle Sunday before last.

Below: Dave Silvey shuts the gate on 100cc scrambles with his honkin' Honda.

ENSENADA

1ST PLACE SWEEPSTAKES
MIKE VAN ACKER
TRIUMPH

OTHER WINNERS
500cc AM-EX
1st Charlie Brown - TRI
2nd Ken Watkins - TRI

650cc NOV
1st R. Vincent - TRI
2nd Doug Boiles - TRI
3rd James Foxe - TRI

Gran Prix

1ST PLACE OPEN AM EX
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2nd Mike Van Acker - TRI
3rd Marion Massey - TRI
4th Ken Sparkman - TRI

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District #37 Sports Committee Meeting

By Maureen Lee

The Thursday night meeting of the District 37 Sports Committee was a relatively peaceful affair in contrast to the previous months. President Jean Carter called the meeting to order and roll call was taken of clubs present.

Later, President Carter explained that although the other local members of the National Competition Committee had been expected to attend and it had been so mentioned in the paper, they all had previous engagements except for Earl Flanders who was invited to take the microphone and hear from the body ideas that he could take to the National meeting that was coming up, as he would be attending. Aub Lebard sent word that he had resigned from the Committee owing to the press of business.

Topics brought up included that some time ago a statement had been made that the AMA had been considering dropping Sportsman Scrambles. Flanders replied that this would not happen because "part of the backbone of the AMA is the scrambles." In reply to a question about professional riders being allowed to ride scrambles before the end of the year, Flanders replied that he had been told that this subject would be on the agenda for the meeting but other than that he couldn't say.

When asked about dropping the classification of National Scrambles Championship, Flanders asked the body how they thought anything could be classed as a National when so many of the top riders just couldn't afford to travel away from home to compete? It was then suggested that if this was the case, why hadn't the classification been taken away from the desert events? Why not go all the way with this thing?

The question of dual sanctions arose again, specifically Bonneville. Flanders explained that Bonneville is a run involving different types of vehicles. The N.H.R.A. sanctions cars and the A.M.A. sponsors the bikes. There are no dual sanctions on one type of vehicle. As to holding dual-sanctions, any club can have a dual sanction, that is, have a Sportsman class sanctioned event one day and a professional the next as Daytona is handled. However, a club must prove that they can afford to sponsor the professional sanction. In regard to a club requesting the sanction for a race such as Springfield (which is now defunct) a sanction for a National event such as the 50-miler would only be granted to a proven promoter on a proven track.

It was asked from the floor if Earl Flanders was employed by J.C. Agajanian. Flanders replied that he was not. His services as a member of the AMA are donated and he pays his own bills when going back to the National meetings. He has served as a Competition Committee-man and on the Board of Directors since 1940. A remark from the floor humorously pointed out that he was underpaid then as even Jerry Seguin as a rubber-band puller at Aggie's races received $25 a night.

After Flanders had stepped down, Tex Myers (4-Aces) asked about the "Back Door Talk" he had been hearing that both Jean Carter and Bill Adams had been invited back for the Columbus meeting by Bill Berry.

A rather lively discussion followed including statement that if we have to pay their bills, why not save the money as "we won't be belonging to the AMA in a few months anyway" and "why can't we choose our own representatives to go back instead of the AMA making the recommendation?"

Bob Hayes of the Competition Committee pointed out that the AMA had asked our two top men to go back and get in on the meetings, and that we had been given a chance to make ourselves heard. This was an opportunity for us to stop the small districts from constantly dictating the rules that always affected us. Finally it was voted to send only Jean Carter to the Columbus meeting.

The Committee also reports they had not received results from the following runs: San Pedro (July 10), Greyhounds (July 31) and Simi Valley (Aug. 14) and all races held at Prado Park track. Because of this, each club member would loose 50 earned points for the year and if the results were not received within two weeks, another 50 points would be taken from each man. The Gripsters M.C. had cancelled their October race at Prado Park.

Helicopter Ambulance voted out

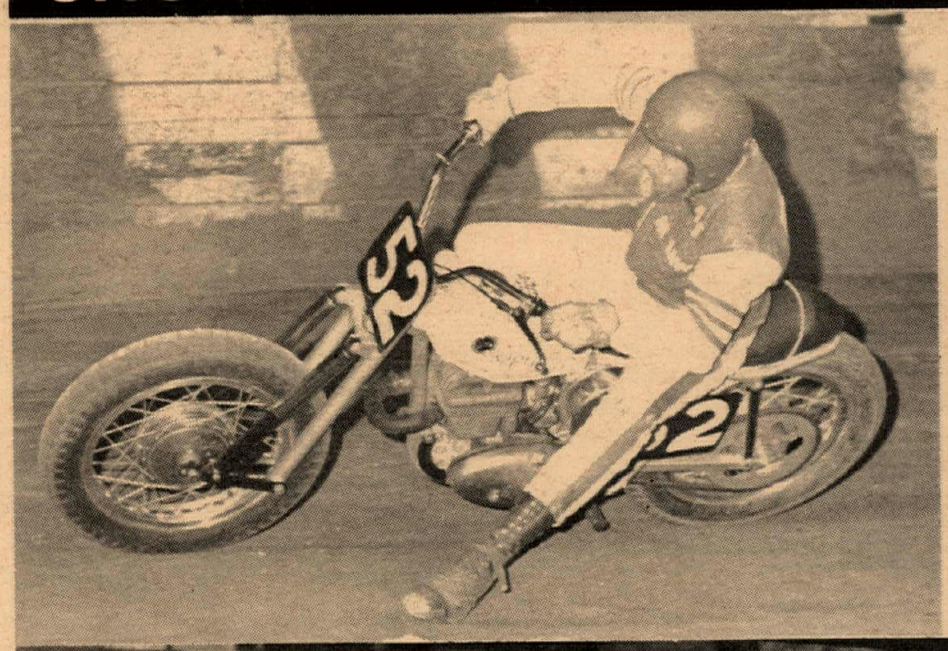
Inspite of more discussion on the local desert ambulance situation, the body voted to continue with the present ambulance service until something better could be worked out. The lowest quote for helicopter service was still $300 for a 4-hour day. In reply to a question as to do we really need the ambulance service, Tex Myers (4-Aces) said that if it could save one man's life in one year, yes it was worth it.

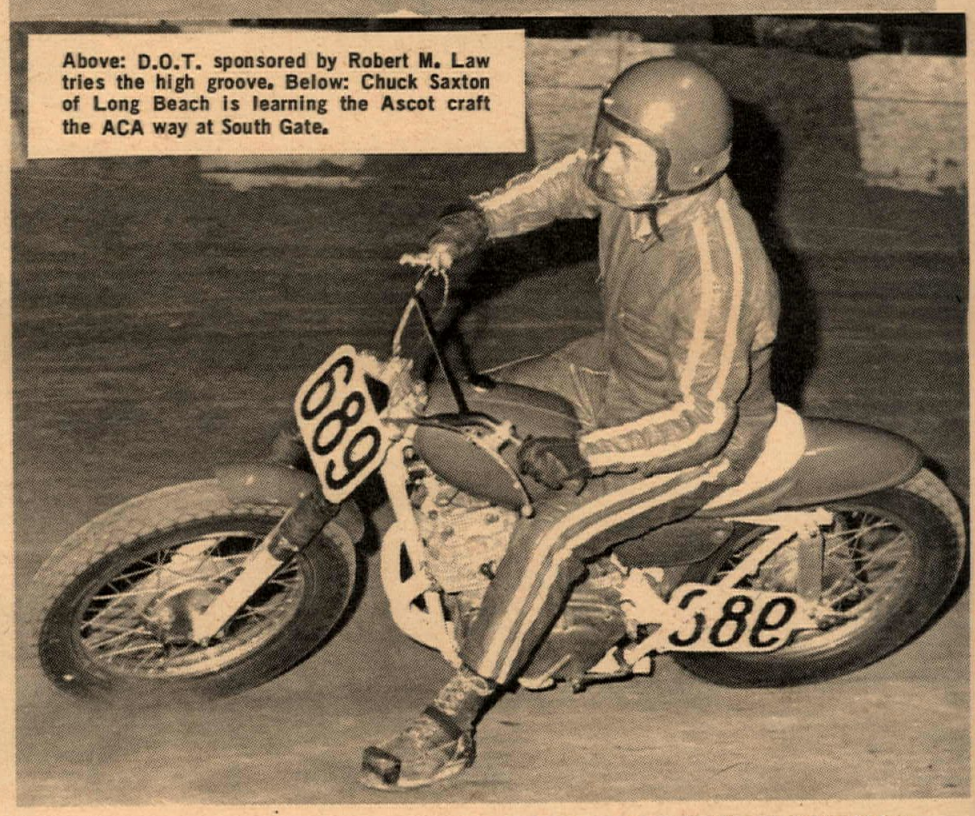
New Business

As discussed at the previous month's meeting, the first nominations for District officers were held, and are as follows: For President, Jean Carter, (accepted) Bill Wesson (declines). Vice-President, Tex Myers (accepted), Bill Wesson (declines) Charles Kurtz (accept). Secretary-Treasurer: Bill Adams. Mr. Adams said that he had been sitting on the stage for 11 years and that he would like a vacation for a year or so, and so he declined. Bob Maddox (declined) Earl Flanders (declined) Charlie Kurtz (declined).

For the five men on the Competition Committee: Ron White, Bud Gowing, Charlie Kurtz, Dick Louns, Gary Weber, Ken Peterson, Darwin Ballard, Bob Hayes, Bob Maddox, John Pennington, Tom Ready, and Cal Makela. Tom Maxwell declined. More nominations will be accepted next meeting. From now on the monthly meetings will begin at their old starting time of 8:30 pm.

SHORT TRACK SCENE





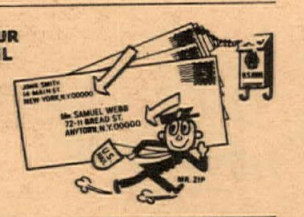
Above: D.O.T. sponsored by Robert M. Law tries the high groove. Below: Chuck Saxton of Long Beach is learning the Ascot craft the ACA way at South Gate.

SOUTH GATE RACEWAY 10/6/66

What kind of engine did Lee Stumpenhaus have in his Greeves at last Thursday's event? This is the question many spectators and riders were asking after Lee won both the 250cc trophy dash and 250cc main event so easily. Lee has come up with a new secret of how to make his Greeves engine perform better on the short track with a very simple device which would have to be seen to be appreciated. It allows Lee to charge into the corne- at top speed and accelerate out without having the sudden burst of horsepower which is characteristic of most two-cycle engines. In hot pursuit in the 250cc main event was Jerry Isaacson on his Bultaco. Jerry and Russ Robinson swapped positions several times, with Jerry coming out ahead and Russ settling for third spot. In fourth place was Tommy Bannon from Palm Springs on his BSA.

Kelly Beats Robinson

The 100cc trophy dash and main event winner, Dan Kelly on a Honda, was in fine form. Russ Robinson, the number one point leader in the 100cc main and this year's 100cc champion, just couldn't keep up with the flying Irishman on Thursday night in the trophy dash, but in the 100cc main event, Russ and Dan traded front running position four times in the last three laps of the main event, with Kelly getting the edge on the last lap and shooting across the start-finish line two bike lengths in front of Russ. Third spot went to Marty Endless. Marty had led in the first two laps of the 100cc main, but he had trouble while being pushed by Russ Robinson and Dan Kelly. The 50cc main event went to Paul Wilde on his Yamaha.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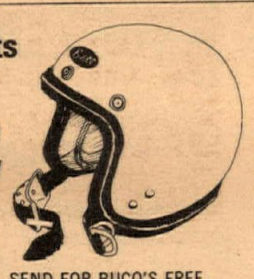
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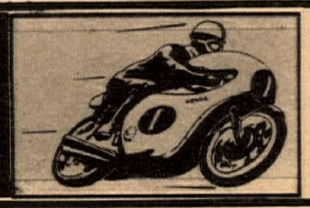
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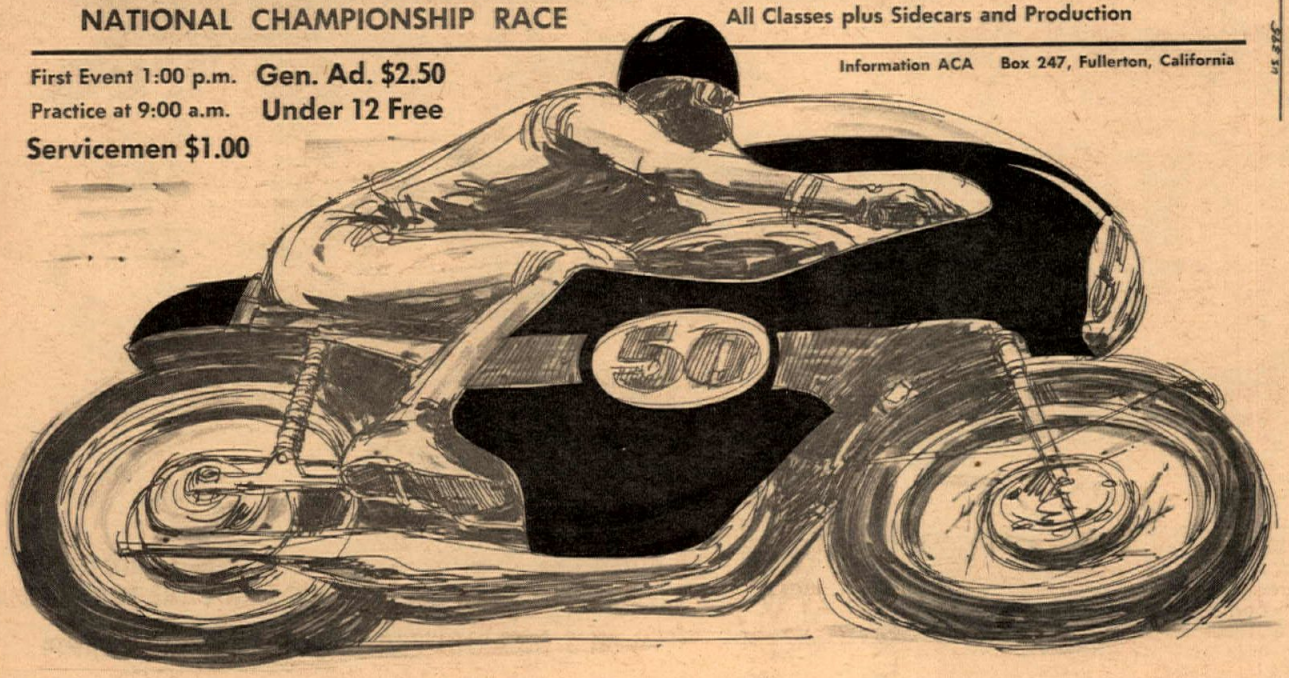


discount tickets at your local dealer

DRAG RACING

By Bob Ebeling
Photo by Don Durbin

Yamaha sets a new quarter-mile record at Lions drag strip of 12.42 seconds and 104.65 miles per hour.

Doug Schwerma loaded his 250cc Yamaha at Hayward, California, (the home of his able sponsor, East Bay Yamaha) and pointed the pickup toward Wilmington, Calif., and with just one serious intent...to establish a strip-record equivalent to the performance he was turning in at his home course at Fremont, Calif.

It took all day to find the correct combination but Doug worked harder than ever before, and as evening drew near, his elapsed-time tickets began to show results. 12.46 seconds on one run, 12.42 for another and 104.65 the miles-per-hour figure. Each run was unparalleled by two-stroke drag racers. When Schwerma raced Bob Braverman for the F gas trophy his performance was not of the record setting variety but it was sufficient to secure the victory by turning 12.65—103.58. Congratulations to a determined racer!

LAB WORK

The drag strip is a place for precision tuning and development of new ideas.

Jerry Branch of Long Beach Harley-Davidson and Rick Bray of Bray Manufacturing Co., brought several carburetors and various speed-performance increasers to be run on Millard Disharoon's Harley-Davidson. Rick Bray is an excellent machinist who plans on marketing several cycle accessories but insists that they be well-tested before backing the manufacturers claims.

Later in the day "Dish" put on the fuel pot and staged his 55 inch Sportster to race Perry & Scotty's twin-engine Triumph for a small cash purse. Disharoon lost his piston rings and Perry Prentice made an easy 10.72 second run for top fuel victory.

TRY FUEL?

Some of you may wish the availability of Amal G.P. carbs that are capable of converting for fuel and they are at last available.

Anaheim Motor Cycle Center at 127 So. Manchester Ave. in Anaheim, Calif., is importing the Amal G.P. that is manufactured in Spain under special license.

The G.P.'s need only the touch of a drill and two air plugs and the rest is up to your engine and spark plugs, plus your ability as amateur chemist and guts!

TOP GAS

Smith and Butterworth are holding a tight reign on the top-gas honors. Several weeks in succession Joe Smith has ridden the Laidlaw-Sponsored Harley to the top position and repeated the task this time, at 11.71—119.52. The closest contenders seemed to be Moulder, Reese, & Jonovich with their Norton but they were defeated this time and Bob Braverman gathered the runner-up position with a scurrying 12.77 E.T. and 100.78 miles per hour.

TOP STREET

The fastest and quickest street bike at Irwindale was Dave Range's AA Harley-Davidson. The Harley ran good early and was still performing in top shape when it was late. Dave was handed the ten dollar top street bike check when he turned a 12.77 elapsed time at 101.58 miles per hour. Vince Rowles was not far behind on his 250cc Suzuki and won both the trophy and the top street runner-up position at 14.13—91.18.

CHALLENGE!

Grant Hannah has been winning the C street trophy on Triumph for some time and has also won the last two major So. Calif. drag meets for cycles.

A gentleman by the name of Tony Dodge has long been respected as the owner/rider of the fastest stock Triumph, and Grant wishes to win this reputation for himself.

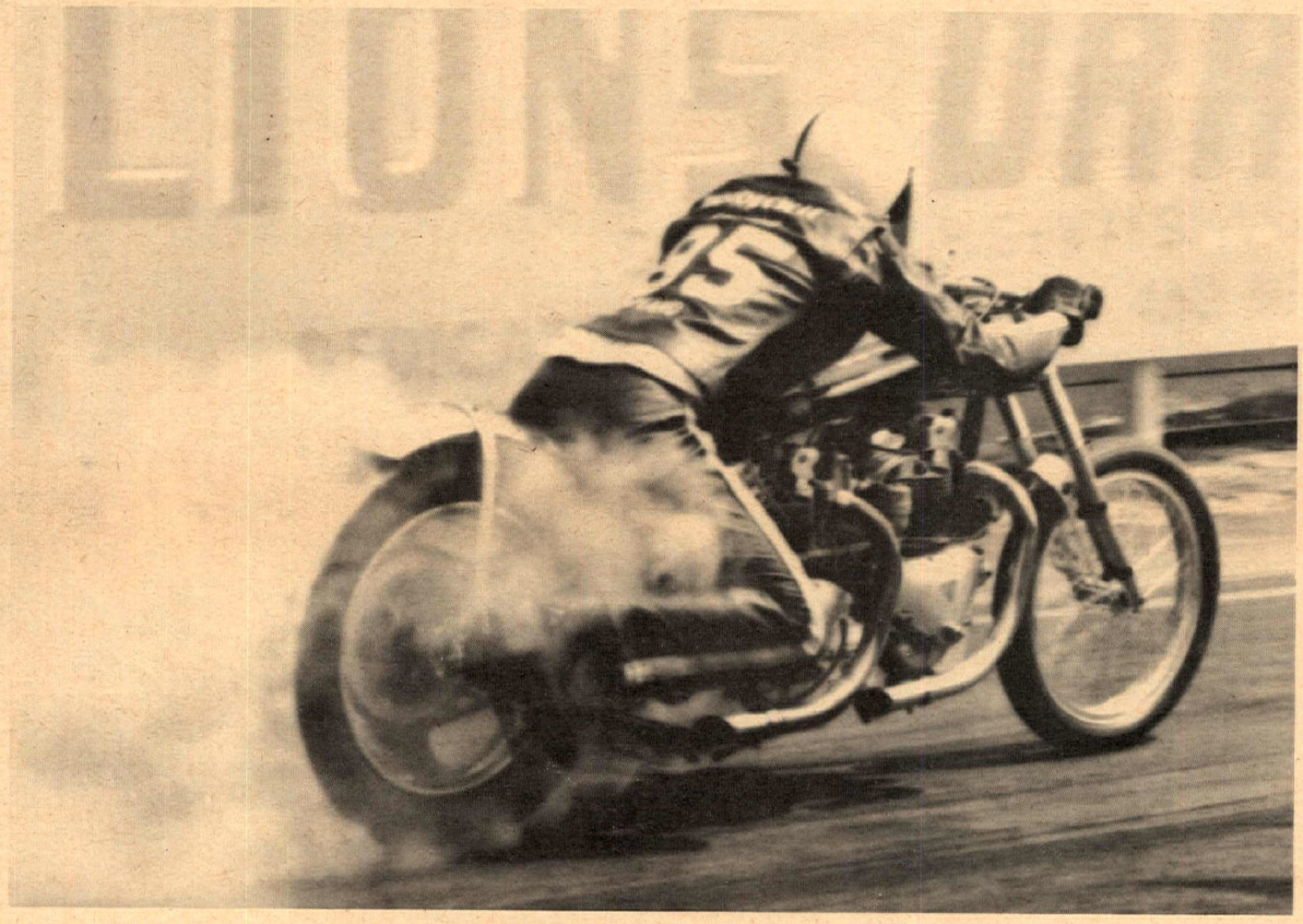
Grant will be at Lions next Sunday and many Sundays after, to meet and race Tony Dodge. This Sunday, Grant won the C street trophy with 12.89 E.T. and 113.78 miles per hour.

BLACK KNIGHT VICTORY

At Irwindale raceway the Black Knight was allowed a single run of 11.22 130.83 to claim the top fuel award. Bob Micheals was scheduled to race Murray and Cook's twin-engine Triumph but the Flustration lost a fuel line at the critical moment and thus gave Bob an easy win.

Micheals almost had to be pushed off the starting line when he found there was no race, for that "isn't his idea" of the best way to win. Next week Murray and Cook will make him work for it!

(Results on page 16)



Jim Cook turns the heat on under his Avon at Lions Drag Strip. Hey Cook, Somethin's burning!"

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COOLIES COLUMN

By Wes Cooley

Entry forms went out this week for the third annual U.S.G.P. to be held at Willow Springs on November 6th which will also be a professional event for the Grand Prix riders. Production races will be for trophies only. Discount tickets will be available in the motorcycle shops. This will be the next to last road race for the 1966 season. The ACA has a final scheduled event on December 11th at Riverside International Raceway which will include Grand Prix bikes as well as production and side cars.

October 16th will see the A.C.A. short trackers return to Ventura Fairgrounds for a complete short track program, with the first event getting under way at 1 p.m. The Ventura promoters have been very much encouraged by the response they have received at the short track events, and plans are now under way to build a TT course at the Fairgrounds, utilizing some of the short track area and some of the pit area behind the short track. The fence which runs along the north section of the short track is portable and will be removed for the TT events. After inspecting the plans, it looks as though the course will be large enough to allow the 500cc and Open class TT bikes to participate. The first scheduled professional TT event is set for Sunday, October 30th, with the first event getting under way at 1:00 p.m. This will be the first TT event in a series which will be promoted at the Ventura Fairgrounds this fall.

All of you who did not have the opportunity to go to Ensenada this last weekend to either observe or participate in the Grand Prix Scrambles missed out on a pretty nice time. The people in town seemed to be very receptive to the event, and a good time was held by all.

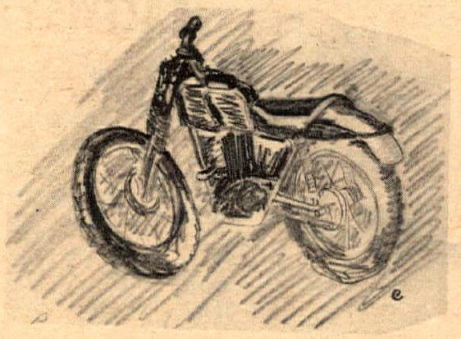

Illustration by Chuck Clayton

SAFETY ALARM SOUNDED BY SO. CAL DEALERS

Fifteen Southern California motorcycle dealers met at the home of Ed Kretz last Monday evening to discuss starting a motorcycle riding school. The meeting was in response to over 400 invitations sent out by Mr. A.J. Farmer. In addition to Mr. Farmer and the Kretzes, Pee Wee Cullum, Paul Lass, Charlie Schott, Merv Parso, Bob Laidlaw, Sam Pierce, Allyn Schultz, Joe Turner, Casey, Wanda & Jay, Don Gately, Wally Dickson, and Joe Hope attended.

A great deal of discussion took place concerning legislation, licensing, apparel and motorcycle schooling. Final decision was to call another meeting and solicit a greater attendance and participation. Watch Cycle News for further developments.

1st
175 AM.-EX.
DOUG CRISTOPHER
& OSSA

She's a Bear

ELSINORE TT OCT. 2nd
All 3 Motos 200cc Expert Class
1st DAN CARLTON — OSSA
PERRIS TT OCT. 9th
1st DAN CARLTON — OSSA
U.S. DISTRIBUTOR WEST OF THE MISSISSIPPI
ANAHEIM MOTORCYCLE CENTER
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First Times The Charm For S.G.V.

By Scott Eastburn

A near capacity crowd turned out on Saturday night, October 8th to see Eddie Mulder make a clean sweep of his heat, the trophy dash, and the main at the new TT track in San Gabriel. Two jumps and a slippery course provided some of the most exciting racing ever seen. Races start on the paved oval on the outside of the course, then the riders take to the dirt for the remainder of the race. There will be flattrack races at this stadium but the date has not been definitely set.

The action started off with the Novices trying out the track for the first time. It must have been right for John Sprague because he won the first heat. The next heat race saw Dan Reed push his Enfield to the fastest heat race time of 2:24:58. Dan Kelly and Phil Todd took the remaining two four-lap heats. Time came for the amateurs to run and run they did with Jack Konle and Rich Thorwaldson taking the wins. The two Expert prelims were taken by Skip Van Leeuwen and the eventual winner, Eddie Mulder.

The Novice main was won by Joe Roseberry who had grabbed a transfer position in the semi. His is the only Benelli in local AMA T.T. competition. This close race saw the next two places going to Sprague and Pete Willis, both on Bultacos.

Rich Thorwaldson and Jim Berry were the men to watch in the ten-lap Amateur final. Both of them have taken an Amateur national T.T. first and second. Luck wasn't with Berry that night as one cylinder quit on him when he was in position to take the lead from Thorwaldson.

With half his engine power gone, Berry managed to hang on to third place letting Randy Say get by him for the second place spot.

Showing why he is a three-time national T.T. champion this year, Eddie Mulder won the two-lap trophy dash with Skip Van Leeuwen, Dan Haaby, and Amateur Thorwaldson behind him in that order. The Triumph-mounted Mulder jumped into the early lead in the main with Van Leeuwen riding the whole race with a solid second. Dave Palmer held third place, but wasn't close enough to catch Mulder or Van Leeuwen. The real battle was for third with Haaby, Gene Romero, and Jack Simmons all trying for that spot. Romero took a slight lead over the other two, but soon Dan Haaby passed him on his BSA. The next few laps Romero tried to catch the hard riding Haaby but Dan poured on the power of his bike (which was running smoothly). He then tried to catch Palmer but time ran out before he could overtake him.

A Few Criticisms By the Racers

Winner Mulder and Gene Romero were overheard saying that the course should be watered a little better and that the track has a lot of loose dirt on the top. The only other comment about the otherwise fast track was that the second jump is too near the turn. Races will be run into the winter as long as weather permits. This track hosts excellent racing and I thought it well worth the admission to see some of the action.

San Gabriel Valley Raceway is within a 35-mile radius by freeways of the Long Beach Arena, Ascot Park, and the South Gate Raceway; and Eddie Mulder will win more than before but the comparison stops there. San Gabriel is unique. It is a slow speed course with two jumps, two right turns, and round left turns for the ends, all within the infield of a paved ½-mile oval for car racing. Riders found it very difficult to pass in the opener and very little passing was actually done, but you may assume that within a few races there will be passing for there is dollars for the man who does.

The high intensity lighting used by this raceway perhaps has no equal west of New York's Broadway stage lights. The lights are aimed to completely light the race course in use and an excellent job they do.

This glittery track with a weekly program ran in a very businesslike manner should be enticing enough to woo many of the capable scrambles riders into professional TT racing. There is a possibility for one of them to become the second best TT rider in the country. They will never beat Mulder on this one.

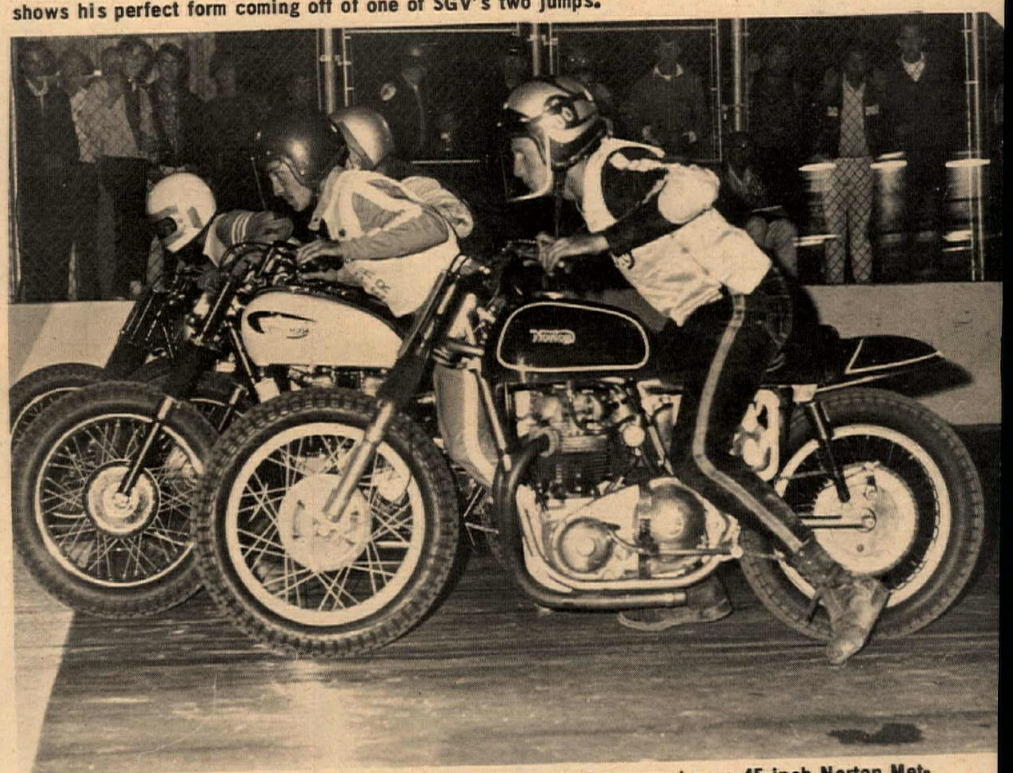
(Results on page 16)

Photos by James Brammer

Above: Gene Romero gr-r-rowled to fifth place. Below: Amateur winner at the opener, Rich Thorwaldson, Harry Foster M/C's Number one sponsored rider.

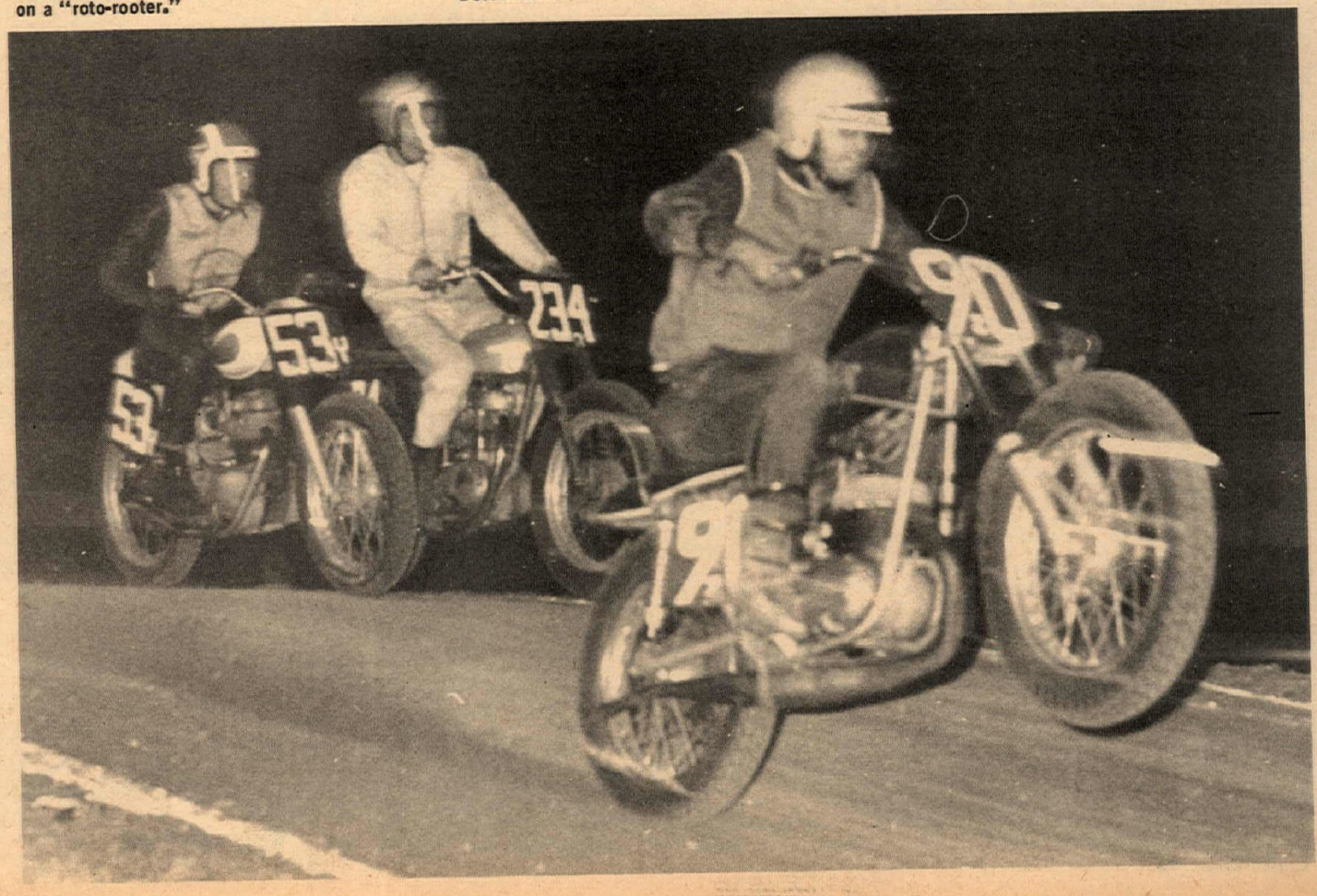
Good to see the Gold Stars back in the steeplechases as Amateur Randy Say takes second on a "roto-rooter."

Above: Who wins every TT when the money's there? Mrs. Mulder's pride & joy. Here Eddie shows his perfect form coming off of one of SGV's two jumps.



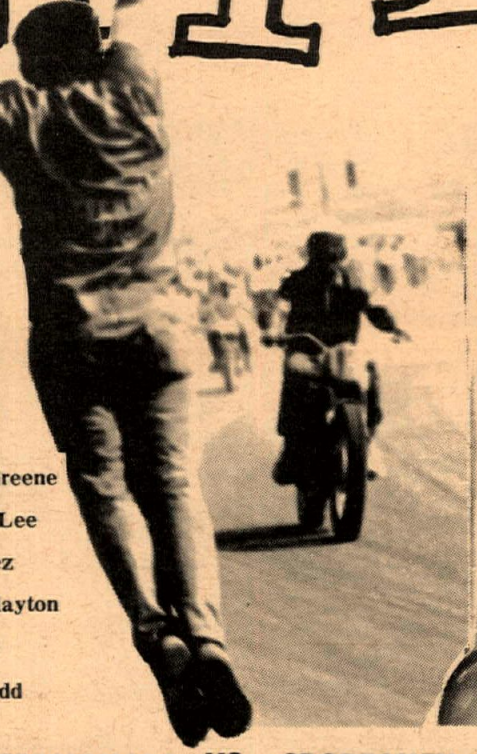
Start of an Expert race-for-gold features Jack Simmons in foreground on a 45-inch Norton Metisse. Rules are becoming less rigid in the TT's.

Below: James Brammer's camera slows down the racers in this photo of Novice class action.



ENSENADA MOTORCYCLE CLUB

Grand Prix



Top: El Maestro, Bud Ekins got in shape for Hopetown by winning the Expert Open Class. Above: The Ace of Clubs Drill Team performed for the populance.

Photos by
Dennis Greene
Maureen Lee
Joe Lopez
Chuck Clayton
Gene Lee
John Shedd

GRAND TOUR SOUTH OF THE BORDER

By John Shedd

Nearly 150 road riders crossed the international border, Saturday, October 8, to participate in the first annual Ensenada Grand Prix Poker Run. The run was co-sponsored by the Ace of Clubs M.C. and Cycle News, who joined hands to give Southern California road riders a change in scenery and a chance to see how the other half of the motorcycling world lives. The other half of course being the competition riders, who were racing in the 6th annual Grand Prix Scrambles sponsored by the Ensenada M.C.

The sign in and the first check point was in Tijuana. After signing in and drawing their first Bicycle playing card from a large Mexican pottery jar, the riders proceeded through Tijuana on the first leg of the overnight Mexican tour. The first bikes pulled out at about 9a.m., but the sign-in remained open until 3p.m., giving all latecomers a chance to join in on a fun ride through Baja California. Early riders found it easy going through Tijuana to check point #2, as all corners were limed. The ride through town was short, and before they knew it, the riders found themselves on a 60-mile stretch of groovy highway perfect for motorcycling. This highway is the type that lets man and machine become one as they soar up, over, down and around the mountains, with the breakers of the Pacific pounding the beaches only yards away.

Sun and Scenery

It was a cool morning with old Mr. Sun battling to burn a hole through the haze. Finally about 11:00 o'clock the sun won, and as the grey sky turned to blue, many riders slipped out of their jackets to enjoy the warm ocean breeze.

Check point #3 was located at Raul's Restaurant, where riders stopped for refreshments and the 3rd card for their poker hand. Each check points was very well marked with red balloons and a large white umbrella, and if any rider missed one, he was undoubtedly too engrossed in the beautiful scenic drive.

Sight-Seeing and Scrambles

After crossing the last mountain and rounding the final curve, the riders found themselves entering the enchanting city of Ensenada. Here the corners were also limed, but heavy down town traffic had spread it around so much that a few riders had a bit of trouble finding check point #5, which was located on the main drag. Bikes lined both sides of the street in front of the Plaza Hotel, as riders made their final

(Continued on page 15)

PROFESSIONALS VS SPORTSMEN AND IT'S AMA OK!..

By Maureen Lee

Did we all have a good time in Ensenada? You bet we did! The riders had a ball competing on a real rough scrambles track (although some of them complained a bit about the dust) but most of them had a blast, and what a swinging change of scene from Perris, Prado and the desert! It was nice and cool, with a great view of the ocean from the pit area along with a sea breeze.

The Morgan Brothers, Frank and Jack on their Hodakas, found the circuit just their cups of tea, and proceeded to blast the heck out of the 100cc class. The host club, the Ensenada M.C., assisted by members from the Lost Angels, ran all the 100's together and there were a lot of them. In practice some of the young riders couldn't make it up the hill, so they decided that for safety's sake and a well-run class they would route the little 'uns around the steep hill and directly into the straight. That first race of the day was an example of things to come for the hordes of spectators surrounding the more exciting turns and hills. Hayward Mendenhall, with Class C tires on his Yamaha scrapped for third place with Harold Sillers on a Honda, making the sand fly!

Buried Bikes

The course was a rough one as shown by the number of riders forced out each event. It was bumpy with patches of deep DEEP sand. With a small number of bikes in both the 175 Novice and the 175 Amateur-Expert class, as the laps clicked off, fewer and fewer riders appeared each time through our vantage point until there were only two. At the end it was Claude Long on a Gilera (his wife's 125cc machine) who took the gold in the Novice class with Alfred Knight on a Bultaco in a well-earned second. After collecting his trophy later in the evening, Alfred and his buddy Wade Zimmerman, who had the second in the Amateur-Expert class, jumped in their truck and headed North for Perris to keep their District 37 points going in the Sunday scrambles! The Expert winner was Doug Christopher on an Ossa, who showed that in the rough or on the half-mile, he's tough man to beat.

Pavement Turns to Dirt

Each event was lined up in rows on the highway which was blocked off courtesy of the Ensenada Police Depart-

(Continued on page 12)

AND $ JOKER FIRST ANNUAL POKER RUN

ENSENADA G.P. SCRAMBLES cont.

ment. The starts were wild and woolly as the knobby-tired machines skidded and scooted to where the track turned left onto the dirt. From there it dropped left again down a hill onto a straight, two more lefts then up the big hill. Down on the other side with a right at the bottom, left onto the straight which ran along a fence for a long city block, left two more times through deep soft dirt, another straight, then up an inclined-to-be-treacherous off-camber hill where the dirt really flew as the riders gunned up it and up to the top of the plateau. A few more twists and turns, down into a narrow little sand-wash, up the bank and out onto the street again!

Ride of the Day

The 250 classes were really something to see on their starts when the riders funnelled into the steep downhill, jostling for a position. To make things all the more interesting, the sand would occasionally tweak the front end a mite too hard for the rider and down he'd go in the middle of the troops. This happened in the start of the 250 Expert class, and led to "The Ride of the Day" by Preston Petty.

A man went down right in the middle of the gaggle of 30-plus riders, and Petty, right behind him, tangled up in the machine and killed his engine. By the time he got free, coasted to the bottom and restarted his Greeves, the pack was away in the distance with the leaders already wailing up the big hill. Away went Petty in full cry after them, and lap after lap passed rider after rider. Up front, the leader was Norman Nils on a C-Z, with Montesa-mounted Swede Savage and Ivan Oden on a Greeves hard after him. On the sixth lap, Preston appeared on the scene and nailed them one by one, finally passing Nils to take the lead.

Left: The City of Ensenada is laid out like L.A., only much smaller. Course was near top center of this picture. And here the brothers Morgan battle wheel to wheel in 100cc class for their one-two win.

The rules were that if you signed up and paid your entry for two classes, you could ride them both. More than several riders were out on the track in various events. Larry Verdoorm on a Bultaco and Tom Clarke on a Husqvarna battled away in the 250 Novice foray and also in the 350 Novice. Larry won the 250 class and took third in the 350, while Tom reversed things with a win in the 350 and a third in the 250! Clarke was the hard-luck man on Sunday though when he took a real hard fall at the beginning of the Sweepstakes. He dropped it right in the middle of the pack as they turned off the asphalt and was clobbered by the rider behind him who had no other place to go. We understand they took Tom off to the hospital with suspected broken ribs, and we wish he could have heard the cheers he got for his performance.

Al Holley took the 350 Amateur-Expert event, with two similarly numbered machines really putting on a show behind for second and third. Ivan Oden, bearing black number 66 (scrambles) on his Greeves and Red Thomas with a red (desert) 66 on his Jawa ding-donged their way around with the crowd screaming "Andelay" and "Ole" at them in delight. One delightful thing about raing in Mexico, the spectators don't just watch, they really participate!

Viva Las Senoritas!

The closing race of the day was the Powder Puff, another innovation that had the local residents completely unglued when they realized on the first lap that those weren't men on the bikes, but pretty girls! The crashes were frequent, especially on the off-cambered hill, but they all finished their three laps with Carol Gooding on a Hodaka taking the win. She was the only girl who didn't take a tumble!

Bud Ekins vs. Van Leeuwen

As Sunday came around, some of the famous names in racing were on the scene.

Bud Ekins had to do some wrench-bending on Steve McQueen's beautiful Triumph-Metisse after a hard-riding practice session lost him a bolt on the swinging-arm, but a piece that fitted was found and off went Bud to the wars in the 650 Amateur-Expert class to win hands-down over an impressive line-up of talent. In second, who was it but Skip Van Leeuwen down from his TT riding the night before and putting some fun back in his life by finding a scrambles he's allowed to ride! Third place went to Mike Van Acker aboard a Triumph. (Skip disqualified himself for cutting the course, but the club gave him his trophy anyway, for good sportsmanship.)

The 500 Amateur-Expert class had another one of those battles with the local population wildly cheering them on. Charlie Brown of the Dirt Diggers who had taken a wrong turn in the recent Jack Pine when he had the lead, didn't take any wrong turns Sunday, and was flat doing in the rest of the class on his Triumph. Behind were Frank Harlan on a Matchless and Ken Watkins (Triumph) who were making a real race out of it. Frank held a slight advantage lap after lap with Watkins going every which-way to find a place to get by. Finally, up on the plateau by the pits, Harlan went a little wide and Watkins saw his chance and gunned by in a shower of sand. Charlie Brown must have received some "you've got it made" signs from his buddies because he appeared to be slowing down, while Watkins started rolling like a snowball downhill. The crowd was screaming at both riders, but inspite of pulling out all stops and really cracking it on, Watkins couldn't come within really serious challenging distance, and Charlie won.

Shades of Rusty Nails!

All day long the big bores had good racing, from the Sidehacks who started the proceedings to the winners of both day's events who rode the Sweepstakes at the end. After a black flag when Tom Clarke went down, Mike Van Acker again shot into the lead and really built it up. While a lot of the guys were using full desert traction, Mike had a K-70 on the rear and a trails on the front of his TT Special, and did he ever haul! Bud Ekins who was a real favorite to win, hadn't had much time to check things over as his was the race prior to the Sweep. After pulling a nail from the

(Continued on page 17)

HODAKA

SWEEPS ENSENADA GRAN PRIX

100cc Class
Combined Nov-Am-Ex

1st FRANK MORGAN — HODAKA

2nd JACK MORGAN — HODAKA

Powder Puff Class

1st CAROL GOODING — HODAKA

NOTE

Jack Morgan drove all the way back to Calif. Saturday night, entered the "Checker Case" Sunday morn and rode a long 40 mile Hare & Hound to take another 1st for Hodaka in the popular trail class.

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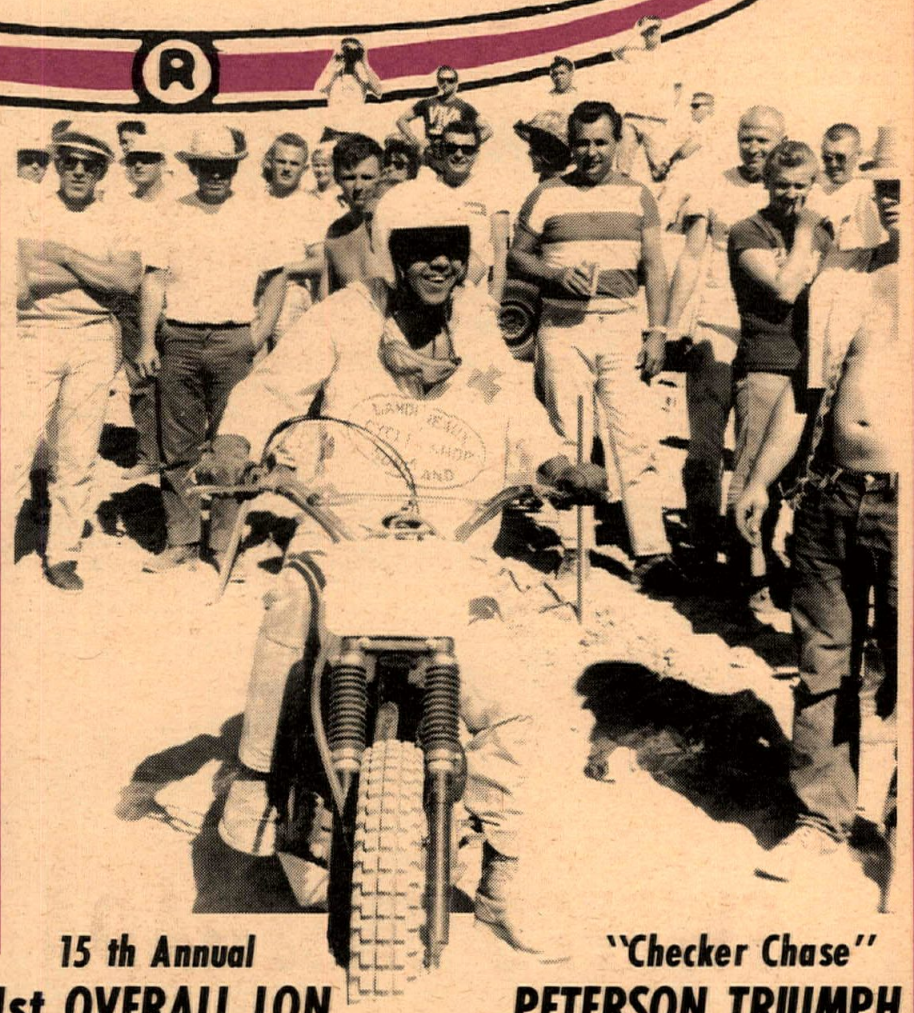
TRIUMPH

SAN GABRIEL VALLEY

RACE WAY **Class C Professional TT**

Expert Main

1st EDDIE MULDER



15 th Annual **"Checker Chase"**

1st OVERALL LON **PETERSON TRIUMPH**

Johnson Motors, Inc. **2765 E. Huntington Drive, Duarte**

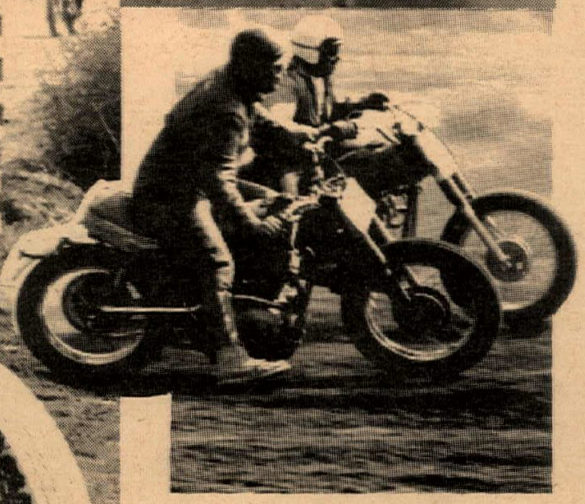
AMA DISTRICT 37

LIGHTWEIGHTS 3rd QUARTER POINT STANDINGS

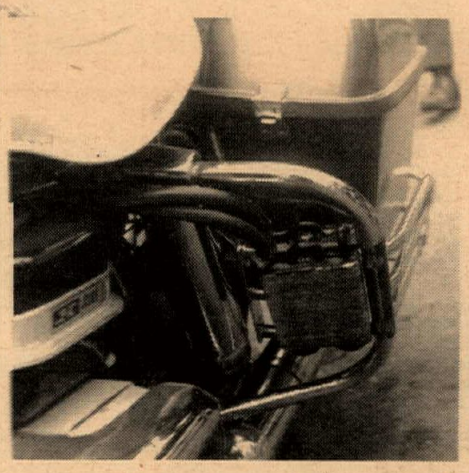
	No.		Name	Pts
1.	1x	E	Gary Conrad	1060
2.	21x	E	Lynn Cole	1001
3.	2x	E	Gary Cole	925
4.	6x	E	Bob Belt	860
5.	20x	E	Carroll Ditson	856
6.	10x	E	John Coots	735
7.	7x	E	Dan Kline	665
8.	25x	E	W.L. Harry	613
9.	11x	E	Oliver Angell	597
10.	507x	A	Bill Johnson	581
11.	45x	E	Geo. Darnell	522
12.	19x	E	Phil Bowers	486
13.	790x	A	John Bailey	440
14.	43x	A	Gary Robyn	410
15.	36x	E	Orie Cole	391
16.	175x	A	Rod Morrison	390
17.	717x	E	Bob McLaughlin	380
18.	29x	E	Ronald C. Fry	370
19.	14x	E	Bob Riley	370
20.	660x	E	Don Houser	365
21.	26x	E	Malcolm Smith	345
22.	224x	A	D. Kilpatrick	324
23.	54x	A	Charles Gates	315
24.	03x	E	Gary Griffin	312
25.	381x	A	A. Vanderpool	310
26.	24x	A	T. Robertson	305
27.	9x	E	Max Switzer	300
28.	42x	A	Steve Staats	290
29.	49x	E	Ray Johnson	278
30.	134x	A	Gary DeWitt	253
31.	234x	A	Ronald Hall	250
32.	18x	E	Neil Fergus	250
33.	61x	A	Hugh P. Gipe	240
34.	15x	E	B. Thorwaldson	240
35.	222x	N	Homer Waters	238
36.	69x	A	Jimmy Thomas	235
37.	5x	E	Bill Friant	235
38.	32x	A	Paul Rodden	221
39.	3x	E	L. Lingelbach	215
40.	31x	E	Wes Kellogg	210
41.	437x	N	S. Ellsworth	206
42.	48x	A	William Sauro	205
43.	41x	E	Charlie Hockie	205
44.	12x	E	Ed Scheidler	202
45.	552x	N	Joe Yrigoyen	200
46.	40x	E	Moe Griffin	200
47.	102x	N	Arden Schug	200
48.	133x	E	Jon Nicholson	180
49.	196x	N	Don Abbott	180
50.	99x	N	Ted Peterson	176
51.	150x	A	Noel Cobbs	175
52.	63x	N	Kendall Angell	173
53.	903x	N	George Walker	170
54.	76x	A	Robert Gaian	161
55.	44x	E	Greg Miller	156
56.	155x	N	Ron Bishop	156
57.	241x	N	Chris Adams	151
58.	364x	N	Garry Schuelke	146
59.	599x	N	Jay Middleton	142
60.	120x	E	Bill Hutton	140
61.	71x	A	M. Roosendahl	140
62.	75x	N	Don Leech	130
63.	124x	N	Jerry Wagner	130
64.	356x	N	Russ Woodworth	128
65.	74x	E	Steve Hurd	125
66.	969x	A	Don Watkins	125
67.	4x	E	Jack Binning	120
68.	164x	N	Pat Harrison	115
69.	172x	N	Clyde Howdy	113
70.	325x	N	Robert McCommon	112
71.	260x	N	Tom Graybill	110
72.	87x	A	Marvin LeBlanc	110
73.	85x	A	Chesley Smith	110
74.	185x	N	J.Gillingwaters	108
75.	580x	N	Bill Hill	108
76.	70x	A	Steve Cole	105
77.	92x	N	Donald Benson	105
78.	35x	E	Marvin Goosen	105
79.	23x	E	L. Stumpenhaus	95
80.	112x	E	Ray McCarty	95
81.	204x	N	Allen Welcome	94
82.	157x	N	R. Weatherwax	94
83.	111x	N	Chester Nakamoto	91
84.	65x	E	Nick Nicholson	90
85.	303x	N	Elden Douglass	89
86.	68x	A	Don Smith	85
87.	829x	N	John McCoy	85
88.	232x	N	John Warren	84
89.	650x	N	Ralph Harris	83
90.	480x	N	Dave Staats	80
91.	56x	N	Larry Haley	79
92.	966x	N	Mike McCoy	77
93.	39x	E	Walt Axthelm	75
94.	161x	A	Jerry Burak	75
95.	888x	A	Lon Peterson	75
96.	270x	N	Richard Boyle	75
97.	16x	E	Dean Rasmussen	71
98.	130x	N	B.P. Coyne, Jr.	70
99.	298x	N	Butch Nelson	70
100.	89x	A	Wm. Blakeslee	70
101.	818x	N	W.(Dub) Smith	70
102.	428x	N	Jean Montgomery	69
103.	207x	N	Ronald E. Dyer	68
104.	221x	N	Donald H. Hess	65
105.	233x	N	M. Loofburrow	65
106.	245x	N	Artie Devine	65
107.	132x	N	Edward Fuller	65
108.	998x	N	Gerry Gerlich	65
109.	205x	N	Jack Neeley	60
110.	81x	A	Ron Fisher	60
111.	90x	N	S.G. Phillips	60
112.	674x	N	Frank Jackson	60
113.	28x	E	Dave Ekins	60
114.	261x	A	Norm McDonald	60
115.	171x	N	Harry Monroe	60
116.	138x	N	Dick Duncan	60
117.	323x	N	Al Lewis	60
118.	981x	N	Ryon Mase	60
119.	88x	N	Lonnie Betts	59
120.	777x	N	Warren Griffin	59
121.	338x	N	Ed Scott	58
122.	215x	N	George Bunker	56
123.	516x	N	Wm. Ramstetter	56
124.	46x	A	Dennis Torgerson	55
125.	723x	N	Chas. Kocsis,Jr.	55
126.	883x	N	John Thomas	55
127.	309x	N	Ken Carnes	53
128.	180x	N	Gary McLarty	50
129.	831x	N	Bob Sands	50
130.	97x	A	Bill Waters	50
131.	426x	N	Larry Goetschel	50
132.	361x	N	John Maroney	50
133.	238x	N	John Burkey	49
134.	73x	E	Rex Hopkins	45
135.	754x	N	Mike Romp	45
136.	210x	N	Bob Glidden	45
137.	820x	N	Bill Gaines	45
138.	530x	N	Ken Meter	45
139.	538x	N	Jim House	42
140.	179x	N	David Chandler	40
141.	633x	N	Mickey Alzola	40
142.	592x	A	Bill Areemba	40
143.	560x	A	Dick Anderson	40
144.	625x	N	William Lindsay	38
145.	321x	N	Everett Creach	36
146.	714x	N	Richard Fichtner	36
147.	453x	N	Rick Lockhart	35
148.	57x	A	Carl Sawyer	35
149.	378x	N	D. Schneider	35
150.	619x	N	Robert Artz	35
151.	632x	A	Ted Toupin	35
152.	830x	N	F. Dannenfelzer	35
153.	634x	A	Arvie Blackstone	35
154.	345x	N	Stephen Douglas	34
155.	642x	N	Jack Cartwright	33
156.	78x	N	John Anderson	32
157.	117x	N	R. Mulliner	31
158.	503x	N	Tommy Poteet	30
159.	58x	A	Tom Hoyle	30
160.	804x	N	Earl Roeseler	30
161.	791x	N	Bill Menchen	30
162.	66x	A	Red Thomas	30
163.	83x	N	Casey Folks, Jr.	30
164.	720x	N	Mike Haenke	26
165.	166x	N	Robert Maley	25
166.	936x	N	Scott Putnam	25
167.	423x	N	Fred McDougall	25
168.	433x	N	Ken Bourgeois	24
169.	8x	E	Ron Root	23
170.	225x	N	James Post	21
171.	60x	A	Hartwell Miller	21
172.	398x	N	Jerry Jeffery	21
173.	442x	N	Chris Hartman	21
174.	186x	N	Tom Senner	21
175.	206x	N	Tom Bronson	21
176.	262x	N	Kenneth Jenner	21
177.	869x	N	Skip Johnson	21
178.	922x	N	Kenneth Terry	21
179.	664x	N	Don Buhl	21
180.	878x	N	Gary Heiner	21
181.	979x	N	Dane Anderson	21
182.	362x	E	L.E. Reed	19
183.	276x	N	Tom Clarke	18
184.	188x	N	Richard Staples	17
185.	589x	N	William Reagan	17
186.	875x	N	Mickey Freeney	17
187.	114x	A	Kim Kimball	16
188.	337x	N	Kenneth Summers	16
189.	94x	N	Paul Slavik	15
190.	958x	N	Vassar Howard	15
191.	209x	N	George Green	14
192.	496x	N	D. Roosendahl	14
193.	461x	N	Paul G. LeBeau	13
194.	815x	N	Frank Cochrane	13
195.	336x	N	Melvin Shapiro	12
196.	466x	N	Alan Gibbs	12
197.	184x	N	Bill Ewton	11
198.	510x	N	Mike Brown	11
199.	867x	N	Walt Podolece	11
200.	163x	N	A.M. Gower	10
201.	385x	N	Paul Splan	10
202.	287x	N	Boris Dobrotin	10
203.	524x	N	Clete Hruska	10
204.	646x	N	Geo. Etheridge	10
205.	590x	N	C.W. Caywood	10
206.	279x	N	Kent James	9
207.	527x	N	Charles Gratz	9
208.	82x	N	Steve Howland	9
209.	200x	N	Bruce Matthews	9
210.	569x	N	Dennis Stinson,Jr.	9
211.	715x	N	Walter Pichtner	9
212.	473x	N	Bruce Safford	8
213.	493x	N	Bob Wright	8
214.	451x	N	George Clark	8
215.	384x	N	Gary Gibson	8
216.	376x	N	Ronnis Francisc	8
217.	731x	N	M. Pennington	8
218.	454x	N	J.A. Butler	8
219.	50x	N	Kenneth D. Carey	8
220.	188x	N	Robert Walker	7
221.	211x	N	Richard Hale	7
222.	526x	N	Steven J. Gratz	7
223	266x	N	John W. Freeman	7
224.	324x	N	Gordon John	7
225.	417x	N	Jim Schmid	7
226.	751x	N	Clair Hightower	7
227.	248x	N	Fred Trueman	7
228.	839x	N	Eddie Baeyens	7
229.	902x	N	Tom Dodson	6
230.	341x	N	Tom Gipson	6
231.	565x	N	Charles Ayers	6
232.	811x	N	T. Hollingsworth	6
233.	281x	N	Boyd V. Sharp	5
234.	738x	N	Edmund R. Jahns	5
235.	414x	N	David M. Lopers	5
236.	537x	N	Earl Pckens	5
237.	913x	N	Brian Michaud	5
238.	686x	N	Gene J. Geizel	4
239.	606x	N	A.J. Castanzo	4
240.	308x	N	Michael Steele	4
241.	851x	N	James Bullock	4
242.	299x	N	Don Summers	3
243.	122x	N	Dennis Bartlett	3
244.	631x	N	Sonny Petersen	3
245.	688x	N	Robert Vesey	3
246.	351x	N	Jack Babb	3
247.	47x	N	Brian Stark	3
248.	880x	N	H. Jay Shriver	3
249.	749x	N	Fred Riley	2
250.	946x	N	Chas. Johnson	2
251.	368x	N	Richard Muhlmeyer	1
252.	306x	N	Terry Pratt	1
253.	216x	N	Ray Perkins	1
254.	816x	N	Earl Penny	1

3rd QUARTER —TRAIL BIKES

	No.	Name	Pts
1.	13	Jack Morgan	808
2.	121	Harold Walden	414
3.	1	Earl Roeseler	410
4.	89	Frank Morgan	361
5.	8	Jan Ditson	333
6.	93	Steve Hedgcoth	302
7.	236	David L. Williams	300
8.	163	Ron Matheny	290
9.	4	Carl E. Steven	268
10.	69	Robert Paxton	220
11.	24	Jack Johnson	185
12.	11	Guy Smith	150
13.	29	William Vasser	148
14.	325	Dick Wright	144
15.	141	Hime Oshina	129
16.	131	Wes Anderson, Jr.	99
17.	319	Roy Barnett	97
18.	223	James A. Baker	90
19.	107	Chesley Smith	86
20.	164	Rick Bowen	85
21.	5	Bobby Steffan	81
22.	283	John C. Hancock	81
23.	2	Denby Dailey	80
24.	301	Norman Benham	79
25.	263	Yale Camp	76
26.	459	John Williams	75
27.	25	Bill Ydiando	74
28.	166	Joe Bowen	70
29.	323	Tom Fee	70
30.	9	Ken Kane	67
31.	318	Jim Sandefer	65
32.	294	Bill Turner	63
33.	27	Butch Nelson	60
34.	243	Rod Robbs	59
35.	3	Ron Bishop	59
36.	165	Stanley Leak	57
37.	21	Rosemaria Martino	55
38.	120	Terri Bryce	52
39.	221	Walt Podolece	46
40.	158	James Alsup	45
41.	67	Tip Rahn	45
42.	279	Pete Foster	44
43.	48	Lee Mickelson	40
44.	56	Leo Froelich	40
45.	213	Joe Bihari	40
46.	188	Richard Artz	40
47.	36	Dennis Stinson	39
48.	219	John Helmig	37
49.	61	David C. Douglas	37
50.	105	Jean Montgomery	36
51.	10	Darryl Scalla	35
52.	218	L.M. Underkofler	35
53.	280	Ted Toupin	35
54.	256	Dan Rachford	35
55.	230	Bernard Coyne	35
56.	356	Ben Anderson	35
57.	273	Don E. Davis	32
58.	173	Les Schulz	30
59.	16	Chuck Bertalon	30
60.	203	Raymond Bailey	30



ENSENADA G.P. SCRAMBLES from 12



Across the Top: Racing on the Ensenada M.C.'s pavement and dirt course on the edge of town was fast and furious (as well as funny, at times). Nobody got hurt badly enough to cause the ambulance to move. Club wiped out six-year deficit with this event, which attracted nearly 250 U.S. and local racing stars. Californians took home all the booty, though.

Above: Second from right, star of Gilligan's Island, Bob (Gilligan) Denver enjoyed Ensenada weekend with Hollywood friends.

Right: One of the ingenious oil coolers rigged for a desert-going Harley-Davidson by Tom Puckett and Earl Goodner. Radiator is pirated from an air-conditioning unit.

Right: Frank Harlan, Matchless mounted, fought like blazes for repeat victory in Ensenada 500 Expert Class, but finished a commendable third. Time to change plugs on the Matchbox, Frank?

Below: Carol Gooding had the Powderpuff win all to herself. Note feminine bow on numberplate.

Below: Sidehack Association turned out in 3-wheeled force with ten rigs competing, to the vocal delight of 10,000 fans.

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Pilot Jim Le Blanc

Passenger John Burns

250cc NOVICE CLASS

1. L. Verdoorn - Bul
2. Jim Le Blanc - Bul
4. G. King - Bul
6. D. Lundberg - Bul
7. M. Burn - Bul

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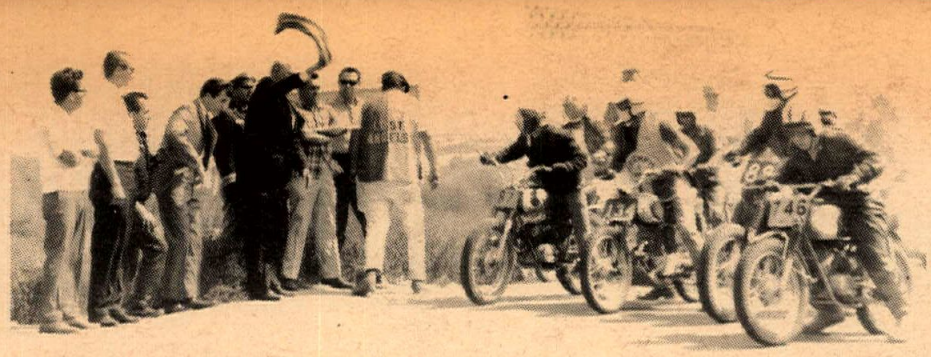
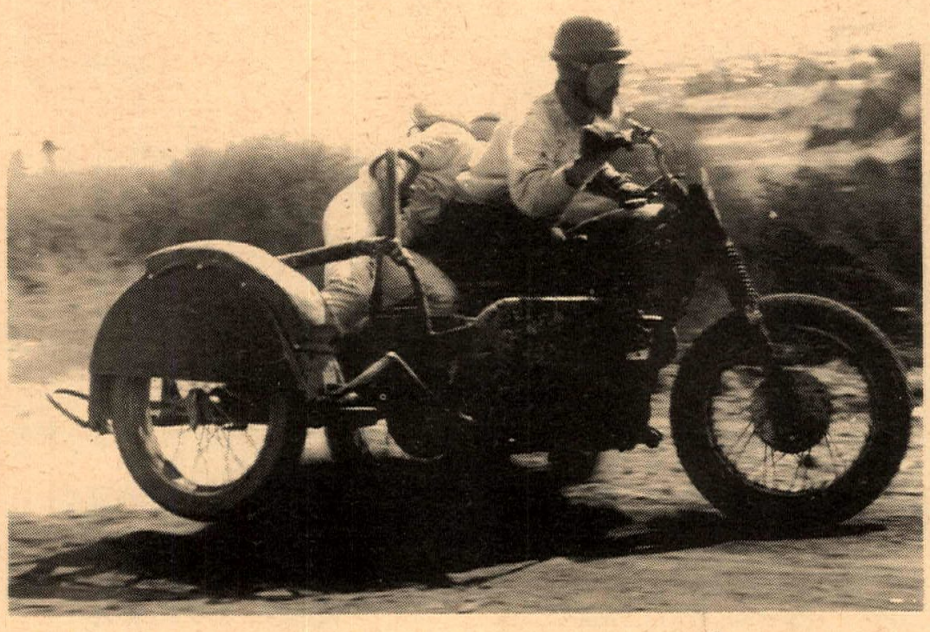
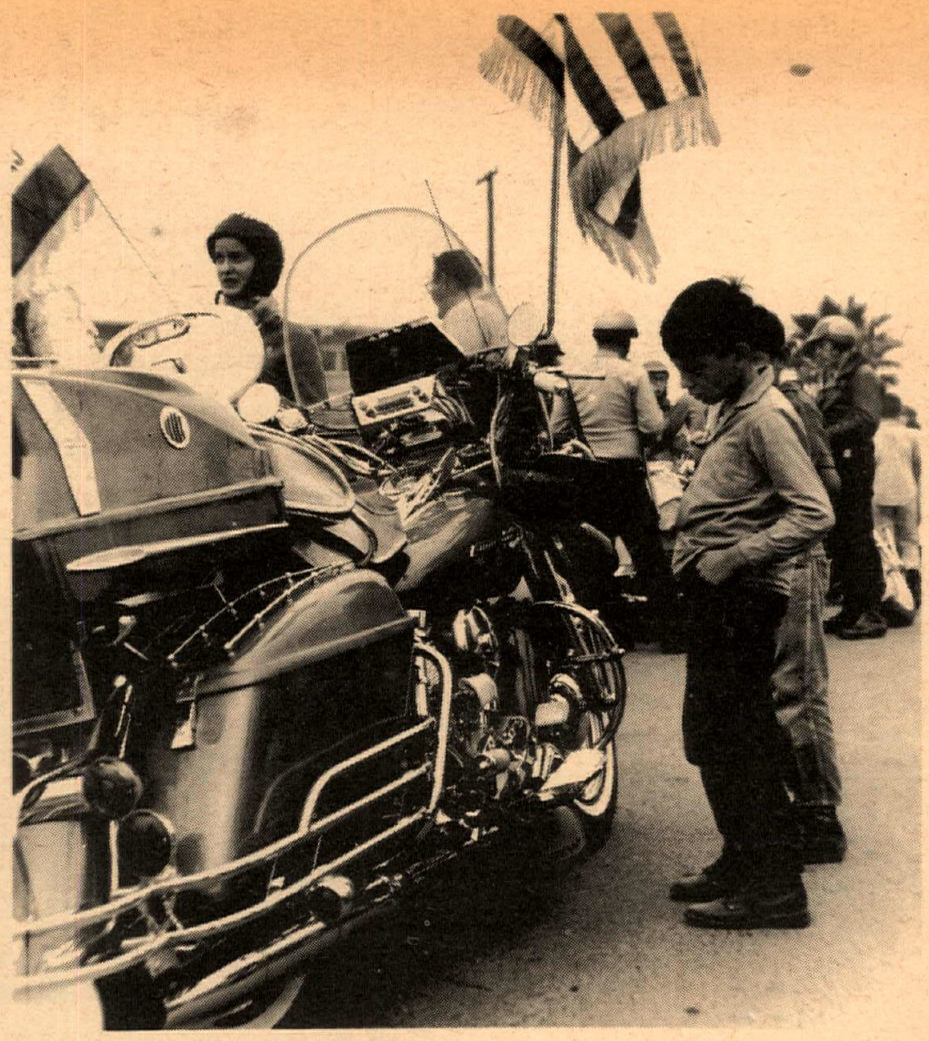


Above: Ensenada's Mayor Hermida took an active hand in the races by waving off the hundreds to start the weekend's speed Fiesta.
Below: More sidecar action to the delight of the fans.





Glitter amid the grime. Ensenada muchachos had never seen a motorcycle as pretty as the Harleys entered in the beauty bike judging contest at the Municipal Palace (City Hall).

Riders who made it to the 5th check drew their final poker card and earned silver pin in commoration of their skill.

JOKER

More precision riding by the Ace of Clubs.

Co-promoters Oscar Gomez and Ernie Aragon of E.M.C. (right and left) embrace Bud Ekins (second from right) and friend after Bud's spectacular Open Expert win.

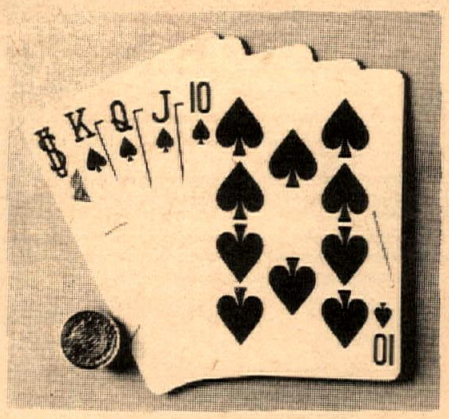
check before stretching their legs along the sidewalks of Ensenada. Restaurants, curio shops, motels and every other type of business became busy-spots as riders swarmed over the town. Some decided to leave their sightseeing and partying until after the sun had set and drove just south of town to watch the Grand Prix International T.T. Scrambles.

5 p.m. found the cyclist at the City Hall for the judging of the beauty bike contest. After the winners had been decided, the riders headed for the camp grounds or motels. Many of the riders, who brought camping gear, found that roughing it in Mexico was really rough, so they took the easy way and laid down four to six dollars for a room in a motel. Several of the big bike riders found that the road leading to the camp grounds was not up to U.S. standards and as they drove through the soft sand they dumped their machines. After hearing complaints about the sandy road, the Mexican Tourist Bureau came up with another camp ground offering a better road.

Blood Shot and Bushy-tailed

Ensenada provided plenty of night life for all who wanted it, and it appeared that many did from the blood shot eyes in evidence when the riders met at 10 a.m. Sunday. Arriving at the City Hall, riders were presented with a distinctive silver pin for participating in the run. Then the riders lined up their machines for a parade through downtown Ensenada. The parade was quite a sight, as the Ensenada Police led several hundred street and competition motorcycles through the main streets of town. The parade ended at the city park, where the Ace of Clubs M.C. Drill Team put on a spectacular show of precision riding. The show started with two attractive girls doing acrobatics from bikes driven by two drill team members. The girls were followed by an impressive display of precision riding by seven members of the drill team.

The Mayor present poker run trophy to Evelyn Caballero.



The final event of the run was the trophy presentation, which was held in the park following the drill team exhibition. The trophies were presented by the mayor of Ensenada, Professor Hermida. The trophies were very unusual for a poker run and each featured the Aztec calendar motif in brass and copper. Trophy presentation was over at exactly 12:00 o'clock and many riders left from the park heading back to the U.S.A. Many others decided to stay behind and watch the second day of the Grand Prix Scrambles.

Cycle News cameraman Dennis Greene shot 16mm movies of the run, so participants will soon have a chance to see themselves on the silver screen.

(Results on page 16)

RESULTS

ENSENADA G.P. TOUR
October 8, 1966

POKER RUN
MEN SWEEPSTAKES
Angie Hatley, Royal Flush
John Willis, Spade Flush
Dennis Ross, 10 high Straight
Robert K. Lee, Full House
Calvin Dudge, 3 Aces
Jack Crayne, Ace Hi Straight
Steven Winter, 3 Tens
Donald Muse, 3 Sevens

WOMEN
Barbara Ankeny, Clubs Flush
June Huffard, 4 Nines
Lori Snow, 4 Eights
Evelyn Caballero, 3 Jacks
Patricia Calhoun, 3 Nines

LONGEST DISTANCE RIDER
C.M. Thygesen, Sonoma, Calif.

YOUNGEST ENTRY
Jim Anderson, Norwalk, 13 yrs.

JUDGING CONTEST
Stock plus 1000
Delmar D. Halley — H-D
Cust. plus 1000
Tony Soto — H-D
Cust. minus 1000
Eugene Dupreis — BSA
Stock minus 1000
David Fawcett — BMW
Largest Club Entry
Santa Maria Saddleites—8 mbrs.

IRWINDALE DRAGS
Saturday, October 8, 1966

CLASS WINNERS		
A/GAS: Smith & Butterworth	H-D	11.71–119.52
B/GAS: Moulders,Reese & Johnavich	Nor	12.14–109.63
C/GAS: Len Jasmin	Tri	13.75– 96.77
E/GAS: Bob Braverman	Yam	12.78–100.78
AA/ST. Dave Range	H-D	12.77–101.58
B/ST. Dick Strickland	BSA	13.96– 98.03
C/ST. Bob Dunn	Hon	13.98– 91.46
D/ST. Donald Small	Hon	15.49– 80.36
E/ST. Vince Rowels	Suz	14.13– 91.18

TOP MONEY WINNERS	
TOP FUEL: Bob Michael	11.22–130.83
RUNNER UP: Murray & Cook	10.30–149.00
TOP GAS: Smith & Butterworth	11.71–119.52
RUNNER UP: Bob Braverman	12.77–100.78
TOP STREET: Dave Range	12.77–101.58
RUNNER UP: Vince Rowels	14.13– 91.18

LIONS DRAGS
October 9, 1966

A-FUEL: Perry & Scotty	Tri	10.72– –
A-GAS: Burt Proctor	Har	12.65– 99.00
C-GAS: Willard Lee	Tri	13.60– 95.64
E-GAS: Dave Kawell	Hon	15.69– 77.25
F-GAS: Doug Schwerma	Yam	12.65–103.58
H-GAS: Jeff Gunari	Bul	17.33– 63.64
A STREET: D. Snyder	Har	12.85–104.89
B STREET: Sal Estrada	Har	12.89–113.78
C STREET: Grant Hannah	Tri	12.89–101.80
D STREET: LeRoy Wyman	Hon	13.99 91.18
E STREET: Dana Keniry	Hon	15.09– 84.03
F STREET: Ken La Plante	Suz	15.93– 76.20
G STREET: Stan Smith	Bri	17.81– 68.13
H STREET: Danny Roberson	Yam	19.32– 64.65

LAS VEGAS SCRAMBLES
October 2, 1966

50cc JR.
Kurt Lewis — Yam
Mike North — Hon
Louis Schieff — –

100cc JR.
Norman Hanson — Yam
Kurt Lewis
Steve Slagle

100cc SR.
Danny Sromalla — Hon
Jay Willey — Bri
Dan Slattander

200cc
Max Switzer — Bul
Steve Strickland — Hon
Gordon Snow — Suz

250cc NOVICE
Danny Sromalla — Gre
Steve Stricklin — Bul
Chuck Hatcher — Bul

250cc AMATEUR
Fred Morganstern — Bul
Dan Statlander — Bul
Jerry Cox — H-D

SWEEPSTAKES
Terry Grieble — Bul

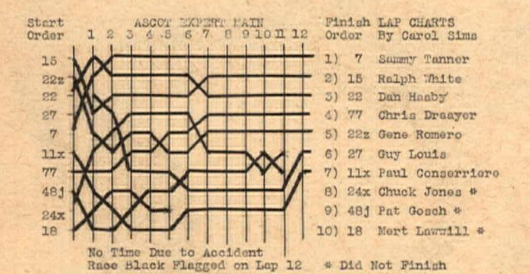
250 EXPERT
Terry Griebel — Bul
Bob Tooley — Bul
Bill Hill — Gre

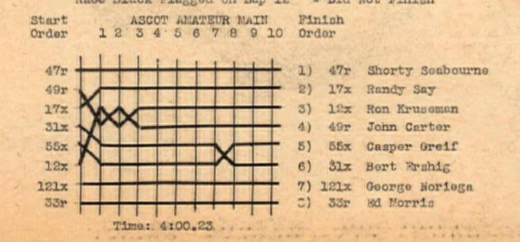
OPEN
Jim Peterson — Tri
Gary McElrath — BSA
Mike Chadburn — Tri

RIVERSIDE BOMBERS 200 MILE NATIONAL CACTUS DERBY ENDURANCE RUN
October 2, 1966

OVERALL WINNERS

	Pts Lost
1. Bob Stephan	4
2. Bob Ashline	7
3. Gordon Casper	9
4. Doug Douglas	12
5. Willis Smith	13
6. Allen Lewis	13
7. Earl Hollbrook	14
8. Malcolm Smith	15
9. John Steen	15
10. Bob Keys	18
11. Jack Kirizman	18





ENSENADA GRAND PRIX

100cc NOV-AM-EX
Frank Morgan — Hod
Jack Morgan — Hod
Hayward Mendenhall — Yam

175cc NOVICE
Claude Long — Gil
Alfred Knight — Bul

175cc AM-EX
Doug Christopher — Oss
Wade Zimmerman — Bul

250cc NOVICE
Larry Verdoorn — Bul
James Le Blanc — Bul
Tom Clarke — Hus

250cc AM EX
Preston Petty — Gre
Swede Savage — Mon
Norman Nils — C-Z

350cc NOVICE
Tom Clarke — Hus
Paul Coberly — White
Larry Verdoorn — Bul

350cc AM-EX
Al Holley — Hon
Ivan Oden — Gre
Red Thomas — Jaw

POWDER PUFF
Carol Gooding — Hod
Babe Rahm — Yam
Patricia Drake — Yam

650cc NOVICE
R. Vincent — Tri
Doug Boiles — Tri

650cc AM-EXP.
Bud Ekins — Tri
Skip Van Leeuwen — Tri
Mike Van Acker — Tri

SWEEPSTAKES
Mike Van Acker — Tri
Ivan Oden — Gre
R. Vincent — Tri

SIDE HACKS
Pilot—James Le Blanc — Bul
Passenger, John Burns
Pilot—Dave Roesch — H-D
Passenger, Jack Moffitt
Pilot—Larry Burley — Tri
Passenger, Grace Burley

500cc NOVICE
R.D. Carpenter — BSA
W. Childs — BSA
Gordon Simmons — BSA

500cc AM-EXP.
Charlie Brown — Tri
Ken Watkins — Tri

AFM COTATI GRAND PRIX
October 2, 1966

500 (Class I 5 or more speeds)
Don Nyswonger,Vallejo — Hon
Tom Cleghorn,Menlo Park — Hon

50cc (Class II)
Nick Theroux,Pacifica — Toh
Terry Denton,Fort Bragg — Ital-Jet
Jerry Senseman,Hayward — Toh

100cc
Pete Dickenson,Reno,Nev. — Hon
Kieth Richardson,Berkeley — Hon

125cc
Rick Schell,Walnut Creek — Hon
Rich Raschke, Berkeley — Hon
Gordon Carlson, Reno — Hon

175cc
Gene Conant,Petalua — Bul
Charley Overland,Sunnyvle — Bul
Dave Reid,Fair Oaks — Bul

500cc
Art Baumann,San Francisco — Hon
Phil Makanna,Clayton — Nor
Dick Kilgroe, Hayward — Hon

OPEN GP
Paul Bennett,San Francisco — Tri

UNDER 100cc PRODUCTION
Georganne Muhlberg,S.F. — Yam
Bill Boyd,San Francisco — Yam
Doug Cherney,Stockton — Hon

125cc PRODUCTION
Robert Gross,San Francisco — Hon

175cc PRODUCTION
Don Coleman,Santa Rosa — Bri
Ned Marandino — Oss
Michael Wells,Fairfield — Oss

250cc PRODUCTION
Art Baumann,San Francisco — Suz
Nick Theroux,Pacifica — Yam
Dave Bressler,Berkeley — Suz

350cc PRODUCTION
Ken Hickman,Mill Vall — Hon
Joe Einhorn,San Pablo — Hon
Bernard Brinkworth,Hll — Hon

500cc PRODUCTION
Fred Mulhlberg,S.F. — Hon
Ed Davis, Pacifica — Hon

OPEN PRODUCTION
Jim Munroe,San Franci: — Tri
Gary Rainbow, S.F. — BSA

NORTHWEST CHAMPIONSHIP SCRAMBLES

CHAMPIONSHIP Cont'd.
Buz Gellenbeck,Tacoma — H-D

500A MAIN
Buz Gellenbeck,Tacoma — H-D
Steve Holton, Auburn — Tri
Larry Linde, Seattle — Tri

250 A MAIN
Jerry Robertson,Shelton — Bu
Ken Habeck, Seattle — Hu
John Abler, Everett — Bu

100 A MAIN
Mike Kamer, Seattle — Ka
Dale Silvey, Auburn — Ho
John Smith, Seattle — Ya

Results

ATTENTION

$$

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EGP from page 12

front tire and pouring Cerveza over it to see if it was leaking, Bud reached the line without time to replace his distributor cap. A few seconds later Bud drowned out in more ways than one when he got caught in the water-splash (a polite term) that was trickling down onto the course from the houses above. Mike Van Acker held onto his lead, with Greeves-mounted Ivan Oden taking the second. In third was Dick Vincent who earned his place in the Sweep by winning the Open Novice.

The Mayor of Ensenada and his wife presented the beautiful trophies in the pits after the Sweep, complete with Mariachis playing Paso Dobles as each winner went up to the stand. These were not the usual motorcycle trophies, as each was an example of Mexican brass artwork at its finest.

We want to thank all the officials who made our stay so pleasant and who always came up smiling inspite of all the work they had to do, and of course, to the people of Ensenada who welcomed our "invasion" of their city.

Odds 'n' Ends

Things we noticed and wonder about: Who was the JackRabbit who mysteriously kept reappearing in all the heavyweight classes including the Sweepstakes aboard different machines? His face was so dirty we couldn't recognize him as he hid out in some of the deep dirt piles out in the boonies in between demolishing primary chains on every bike he got on! Who was the rider who cut the course with the eyes of all of Mexico on him, making the officials on the line wonder how in blazes he could gain so much ground on each lap each time he came by? Who were the two boys who got into the Powder Puff? One gal went down because she thought it was another girl behind her and turned it on a bit beyond her capabilities at that particular spot on the course. For shame, fellows! With the new liquor regulations, we wonder if the U.S. Border Patrol knows that the frame of a Rickman Metisse holds two quarts? What well-known local promoter of races was seen in the 500 Novice class riding well but getting beaten by his announcer? Was Ernie Aragon of the Ensenada M.C. who black-flagged the Sweep with a leather jacket as he couldn't find the black flag proper, ever a Torero? (Those were Veronicas he was using as the riders came up onto the road.) What REALLY became of the familiar faces we saw in various places on Saturday night and then never came out to the track on Sunday? And who **really** had more fun, the riders who were doing wheelies through town (especially early Sunday morning) or the gang with the super-duper dune buggy who couldn't find a hill they couldn't climb or one they couldn't go down? And finally, who is liable to be known as "Typhoid Mary" around the San Fernando Valley after his sidehack crashed in the sewer?

(Results on page 16)

FREE PRACTICE SESSION... THEN, TUCSON TURNS ON!!!

Eastside Cycle Park opens its gates Sunday, Oct. 30th, for a free all day practice session so everyone can check out their bikes and get their gearing right for November 13th, when the track opens officially.

Tucson becomes the heart of winter TT racing starting in November. And until spring comes with 100-plus temperatures, there will be racing at Eastside on the second Sunday of every month all winter long. Watch the Calendar of Events and the ads from Eastside Cycle Park in Cycle News and you won't miss any.

This season at Tucson promises to be one of the best ever since phone calls and letters from California and Arizona to Herb Morris at Eastside show that riders are extremely interested in upcoming Tucson meets.

Ascot Points Battle Gets Hotter

The motorcycle racers head into the final few weeks of the 1966 season at Ascot Park with Sammy Tanner trying to add to his lead in the 18-event meet this Friday night, Oct. 14.

Ralph White, who stands second to Tanner, has been gaining on the "Flying Flea". But time is fast becoming a Tanner weapon, so White will have to make his move in a hurry.

Sammy has been in the lead all year as he tries for his fourth seasonal title at the 183rd and Vermont Avenue half-mile oval. But he has been in a slump in recent weeks.

White has been doing a consistent job, if not sensational. The winner of the main event each Friday evening earns 100 points, so Ralph needs a few wins to close on Tanner.

Dan Haaby is in third place. But his only hope is to catch White for second spot.

Gene Romero and Mel Lacher, in fourth and fifth, respectively, are only a few points apart, so the standings behind the top three could change rapidly.

NEWS FROM NEVADA

By Reg Sheldrick

CYCLE SAFETY WEEKEND CAPPED BY INTERSTATE

"It had to be the best race date of the year here in Las Vegas." Just as 108 riders ended up a poker run at Sunrise Speedway, Chuck Hatcher made it to heat race on time the hard way — free falling out of the sky. Trailing smoke from his boot heels, Sky Diver Chuck landed 30 feet from the starting line, walked over and handed Starter Gene Drew his starter flag to start the days activities. Then Chuck rode his Bultaco to a 3rd place finish in the 250 Novice. Quite a guy this Chuck used to blast a car ½ way through the sound barrier with Art Arfons and crew.

Hundreds of spectators lined the hills to watch the day's actions. During intermission, poker run trophies were presented by two of the loveliest show girls in the Folies Bergere show, Betty Hutchison and Felicia Atkins of the

Group of 250 bikes slide around turn one at beautiful Sunrise Speedway, led by Larry Johnson.

4x is Jerry Cox, 42x is Fred Morganstern (250 Am. winner) and Dan Statlander is 8x. But who is 73x??????!

Dirtdigger Jim Peterson won the Vegas course but couldn't take it all home in his pickup.

(Continued on page 19)

13 REBELS PRESENT TT SCRAMBLES
Prado Park
Oct. 16th
LIGHTWEIGHTS
All Class & Events
(Please be early)
8:00 am
BIG BIKES
AM. & EX.
11:00 am
NOVICE
2:00 pm

NEXT week—
Hayward, Vallejo Pictorial

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65 BSA LIGHTNING $895
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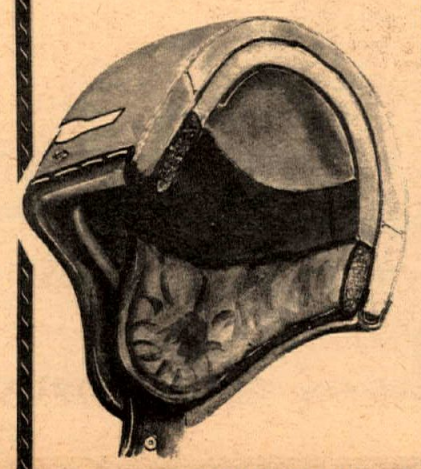
DAYTONA GRAND PRIX
Not for everyone — Only for those who demand the utmost in protection! This revolutionary helmet is the U.S. patented **Two Helmets in One!** Demanded by top professional racers, this great helmet was designed to fill a void which has existed until **now!** No other helmet in the entire world offers the protection of the Daytona Grand Prix and no other helmet possesses two complete helmet shells divided and sandwiched by fantastic shock absorbing "Ensolite" on which eggs have been dropped from a height of 115 feet with no breakage of the eggshells. If the utmost in protection is your requirement — whether racing, touring, or street riding, then this is for you! And remember, **"In the event of trouble — It's great to have double"** — the **"Two in One"** Daytona Grand Prix.



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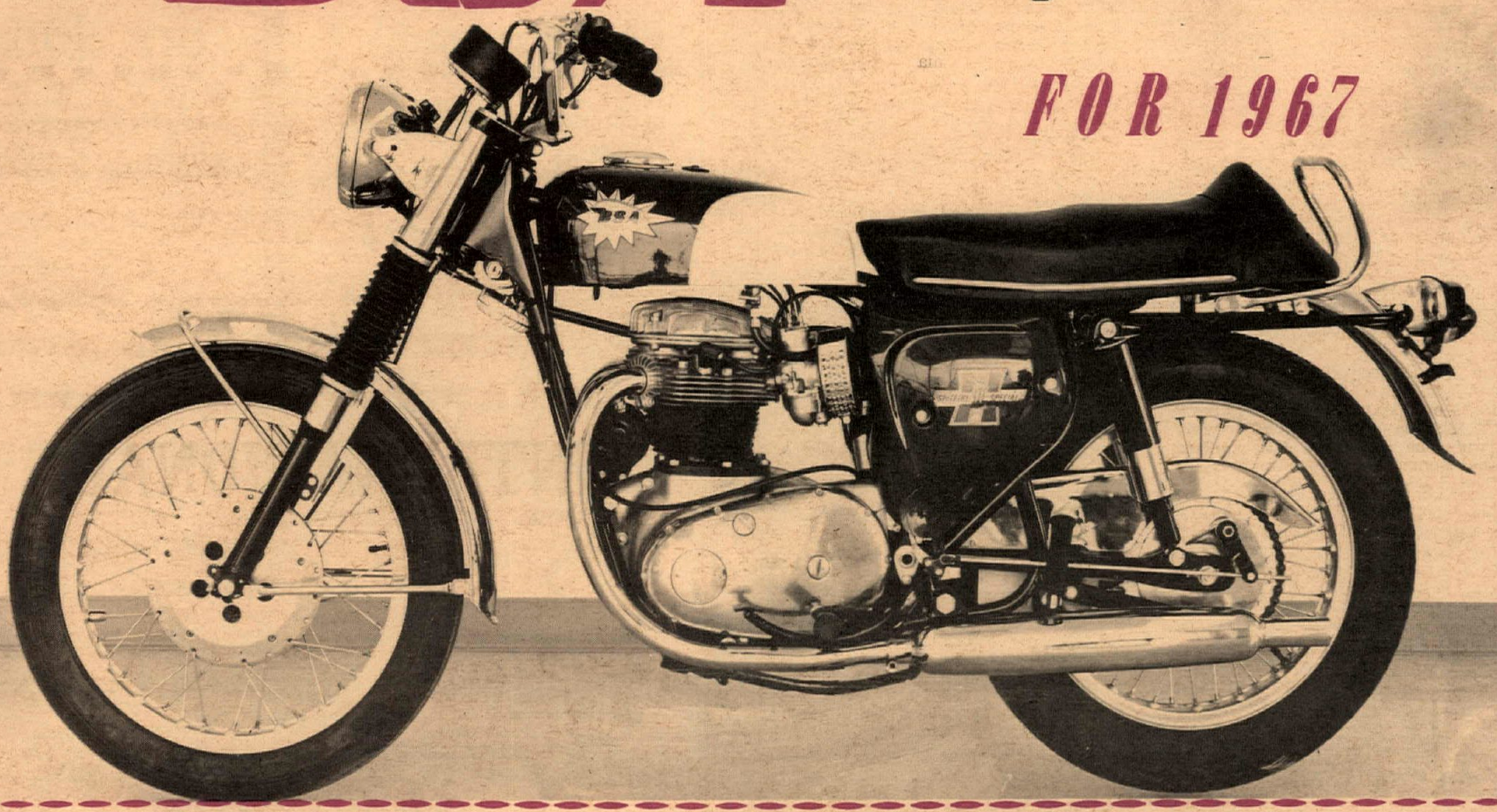
BSA

MARK III Spitfire

FOR 1967



Specifications *Special alloy wheel rims, fiberglass gas tank , 32mm Amal sports carburetors, 190mm full width front brake, special hi-performance mufflers, double dampened front suspension, over 100 mph in ¼ mile , top speed over 120 mph, 55 big horsepower, 10.2 to 1 compression ratio, heavy duty crankshaft with a massive roller bearing on the drive side, 10,000 rpm tachometer and 150 mph speedometer.*

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VAN NUYS - BSA
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LANCASTER - BSA
Don & Ray's M/C Shop

LA PUENTE - BSA
Bert's Motorcycles

LAWNDALE - BSA
Lawndale Cycle, Inc.

LONG BEACH - BSA
Joe Koons

LONG BEACH - BSA
Long Beach Honda (3 Stores)

LONG BEACH - BSA
Long Beach Motors

LOS ANGELES - BSA
Steve Allen Honda

LOS ANGELES - BSA
Louie Thomas, Inc.

LOS ANGELES - BSA
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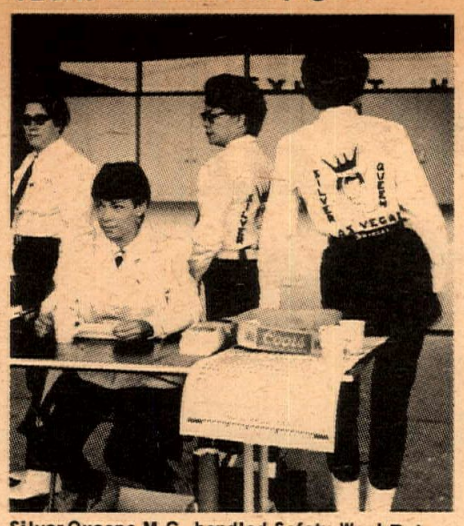
VEGAS continued from page 17



Silver Queens M.C. handled Safety Week Poker Run.

Hotel Tropicana. The Mint Casino added to the day's success by donating "The Mint Sweepstakes" trophy. Lovely Michele Brown presented the trophy to local Terry Griebel, 250 Expert who swept off an early challenge by Danny Sromalla and rode in championship style to win. Terry got not only the trophy, but got the trophy girl as well. He gave her and the checkered a victory lap around the track on his Bultaco.

Smooth organization, excellent track and P.A. System courtesy of Al's Cycle Shop, were the ingredient that spelled sportsman scrambles, professional style.

Girls Will Be Girls

One incident marred the day's events. A few unsportsmanlike members of the Silver Queens M.C. washed out the Powder Puff event, which had 5 entries signed in.

The girls were set to run after the open class. This apparently didn't sit too well with one gal. She found support from her club president and these two wouldn't run. A little hassle developed

among the remaining troops and then another girl withdrew as well!

On With The Show

California's Jim Peterson, who makes like he built and owns the track, went whaling to his 3rd straight Sunrise win in the open class. Mike Chadburn seemed to worry him a little as he led and chosed Jim in a couple of heats, but the string stayed intact as my favorite Dirt Digger dug up a little extra and flew in to take the open class.

I mentioned in an earlier column that if Jim wins next time up he gets the whole track.

The Vegas Valley M.C. dug up Jim's old course and laid out an "Ascot" type track, on Vegas Blvd. South.

I was unable to get them to give up that one and they seemed to have lost the old one. So Mr. Peterson we're having another go at Sunrise Speedway Oct. 16 and again later in November and so I'll scrounge up another track for you and will present it BEFORE the race.

Lightweight Sweep to Greible (Bultaco)

Sweepstakes Winner Terry Grieble (Bultaco) and Bob Tooley (Bultaco) and Bill Hill (Greeves) looking into his exhaust pipe through 3 heats and then managed to fight them off to take the 250 Expert class.

Still Falling, Chuck?

Chuck Hatcher unloaded from his motorcycle a little less gracefully than from the plane, but climbed aboard again, won his way into the main and copped a 3rd.

A rarely seen class in the past, the 200cc was dominated by Max Switzer, Greeves mounted. Max led all the way through 3 heats although pressed hard at times by California's Steve Strickland on a 160 Honda.

Overage Juniors

After a couple of disqualifications due to overage the 100cc Jr. event win-

Chuck Hatcher flew to earth with the flags, then to 3rd with Bultaco.

ner was Norman Hanson (Yamaha). Kurt Lewis Lightweights M.C. rider was 2nd and local Steve Slagle moved up to 3rd. The 50cc Jr. trophy was taken by Kurt Lewis on a Yamaha, Mike North (Honda) 2nd and Louis Schieff 3rd.

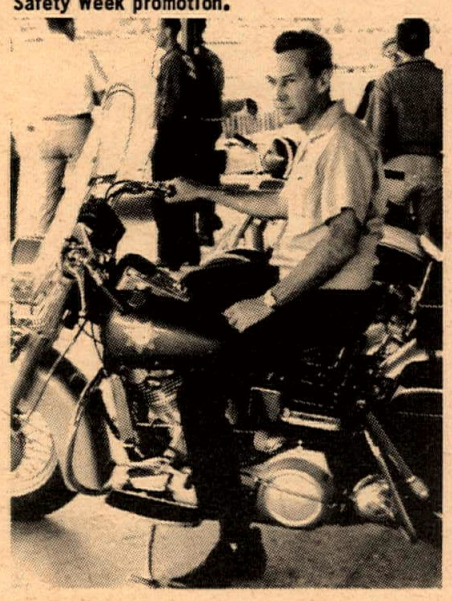
100cc Honors again, went to Danny Sromolla (Honda) reversing the defeat handed him by Bridgestone riding Jay Willey at the Vegas Valley track last week. Watching these two dicing on the back turns and esses was worth the price of admission alone. Danny has long dominated this class and now has Jay right on his heels.

(Results on page 16)

Al is Ailing

Local Yamaha dealer Al Titus is bedded down at Wadsworth Veterans Hospital in Los Angeles. I believe he has an operation scheduled before this comes into print so how about a get well card or two, huh?

....And Vegas sparkplug Reg Sheldrick relaxes on a borrowed bike at completion of his Safety Week promotion.



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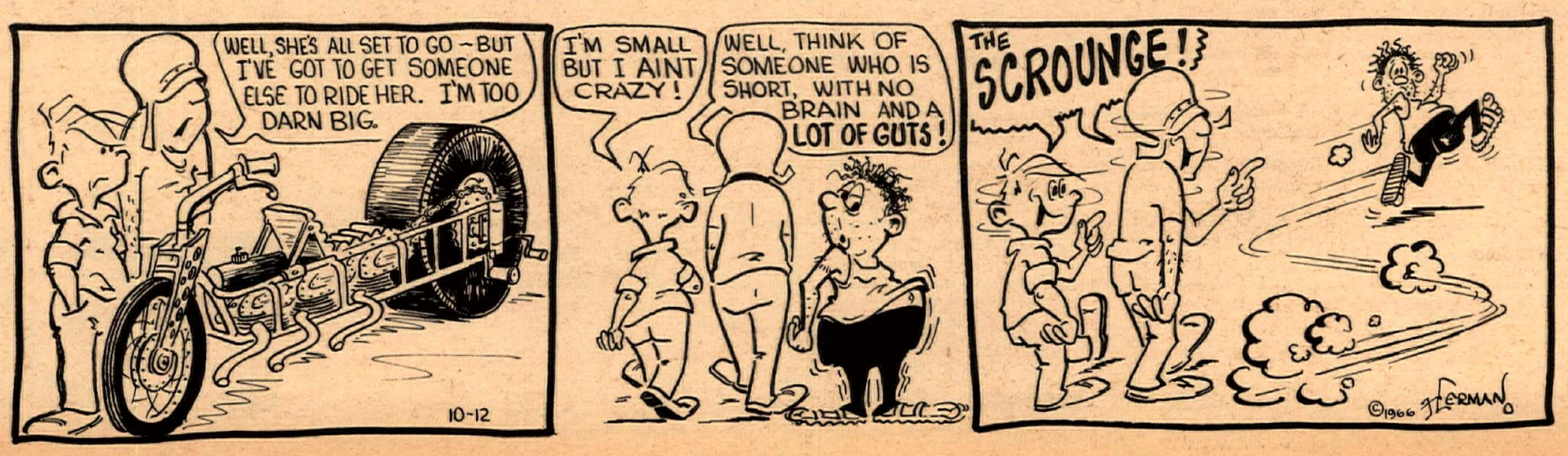
From sunrise – sunset
All classes from 50cc–3000cc as listed in the '55-56 AMA Rule Book
★★★★ 1 lane for under 100 mph machines
1 lane for over 100 mph machines
Both 1 & 2 miles approaches to 132 ft.
Timed distance for qualifying runs
★★★ Sat. qualifiers try for official AMA 2 way mile records Sun. a.m.
Sun. qualifiers try for records Sun. p.m.
Mail entry fee – $10.00 for both days includes passes for three and five ride tickets to be picked up at gate. Use standard AMA Form and it must be postmarked by midnight October 29th.
Post entry $10.00 plus admission fee, day of entry
★ Entry booth open 6 a.m.
Extra rides $1.00 ea.
Trophies for all classes
Facilities will include free family campground, toilets, concession stand and P.A. system. Timing by Otto Crocker. Sanctioned by AMA and Federacion Mexicana de Motoceclismo.
Mail Entries To:
Bill Martin
1329 Hollywood Way
Burbank, California
By October 29th

Plug Fowler and Assorted Friends... **by Herman**



WANT ADS

$2 — 25 words

$1 — 10 words

Ads offering anything to give away or trade - FREE

TREASURES AND TRASH!

SELL IT, TRADE IT, DUMP IT OR GIVE IT AWAY!!! Through the Want Ad section of Cycle News, you'll reach the guys and gals who are interested in the stuff that might have been the object of your dreams a few months back.

Now is one of the few times that anyone will ever give you something for nothing. If you want to trade or give something away Cycle News will run your ad for free providing it is ten words or less.

Got some kittens you want to unload on some poor, unsuspecting fool? Want to give away your mother-in-law? Do you have a forty-year-old wife that you're willing to trade for two twenty-year-olds? Put it in ten words or less and Cycle News will run your ad for free.

Aside from the free stuff, Cycle News want ads get results so if you want to sell some of those parts that are cluttering up the back of your garage, some used furniture you no longer need or find a buyer for that used motorcycle you want to get rid of (dealer note) write it up, send it in, and Cycle News want ads will do the rest.

NEW WANT AD RATES

10 words or less, plus address and telephone number -- $1.00.
25 words or less, plus address and telephone number -- $2.00.
Headline in bold type -- $1.00 extra.
Picture (supplied by you) -- $3.00 extra.
Deadline for all want ad copy is noon, Monday of the week in which the ad will appear.

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Experience necessary, please call for all further information: Honda of West Covina 339-7311.

MECHANICS WANTED

Experienced Honda and BSA mechanics needed for growing shop. Learn BMW service. Top benefits, wages, working conditions. Apply Tues. thru Sat. LeBard & Underwood, 221 E. Imperial Hwy., La Habra, Calif. Ph: (714) 879-8252 or (213) 691-3104.

'65 HARLEY FLH, many extras, $1650. call Danny (714) 737-7669 Corona.

1964 HARLEY-SPRINT 250cc. Excellent cond. Low mileage $500.00. 3 trail bike trailer $30.00. OR 4-4682.

FOR SALE '62 500cc Triumph T100c. Recent top end, perfect condition. $600.00. Call: 428-5205 after 4:30.

X-6 FLATTRACKER

Road race engine, TD1B Carbs., C-L Ignition, Howard Barnes wheels, many extras. Raced eleven times. Heat race winner, main event make $750.00 (714) 884-2551 hours 9-6.

FOR SALE - 1966 BSA, 650, single carb. 1400 miles. Only 3 months old. Take over payments of $50.00 per month. (21 more payments) Terry, 390 Lola Ave., Pasadena, Phone 793-0286.

PRE-DRILLED ALLOY RIMS

We stock pre-drilled rims for most all makes sizes 17" to 21". The finest alloy rim at a reasonable price. AKRONT brochure free upon request. - Dealers wanted. Phone (714) 772-6330. Anaheim Motorcycle Center, Inc., 127 S. Manchester, Anaheim, Calif.

TRADE-'66 Bultaco (Metisse) rebuilt 2 hrs. ago for 650cc Tri. street bike. Jody, 358-2309.

FOR SALE-BSA Scrambler all goodies. Top condition $295.00. 1961 700cc Royal Enfield perfect condition $375.00. Truck load of parts and competition side hack cheap. Bob Burtscher, 324-6597 after 5 p.m.

1966 BRIDGESTONE 175. Contact Dave Hetzler, c/o Montesa Motors, 3657 Beverly Blvd., Los Angeles, Calif. Phone 663-8258.

FOUND-ZIPPO LIGHTER at the Ensenada Poker Run - found in Park at Ensenada. Give us the inscription and its yours. Cycle News, Phone 423-0431.

FOR SALE - 1966 Bultaco Matador-4 mo's. $675 cash or take over payments. Ron, 567-0782.

1966 YAMAHA TD-1

Better than new. Fairing, girlings, Goodyears, gearing, no miles on brand new, fully mod. engine-latest spec., will finance. Call 714-624-6995 eve.

FOR SALE - 1965 Triumph TR6 650cc. Good condition $750.00. Call 832-6861.

1965 BULTACO SHERPA S 200cc $300.00. Guy Crosta, Phone 635-2733.

WANTED: Frame shocks rim rear fender for super 90 Honda. Ph. 326-2470.

STROKER KIT: H-D-XLCH, Balanced Flywheel $60.00, .030 12-1 Pistons, $35.00, Sifton Cams $80.00-all $165.00. Bruce Fournier, 522 Paiute Lane, San Jose, Calif.

1966 GREEVES CHALLENGER Mark III, spring forks, 2 extra sprockets, $795.00. Ph. 340-8728.

TELESCO FORKS AND SHOCKS

New shipment on the way. Place your order now for the new 5-way adjustable shocks. Dealers wanted - Literature upon request. Phone (714) 772-6330. Anaheim Motorcycle Center, Inc., 127 S. Manchester, Anaheim, Calif.

WANTED: WES COOLEY

Please send a letter to A.F.M. whether we can or cannot use Willowsprings in October.

MONTESA 65, 250 set up for desert, just rebuilt. $450.00. After 6 p.m. 247-4025.

AMAL CARBURETORS

The largest stock of Spanish Amal Carbs and Parts in the U.S.A. All sizes from 22mm to 32mm now in stock. Dealers send for catalogue on your letterhead. Catalogues $1.00 to public. Phone (714) 772-6330. Anaheim Motorcycle Center, Inc., 127 S. Manchester, Anaheim, California.

ARIEL 58 Square Mk II full dress fine shape $1,000.00. Chris Christensen, 1819 Radiance Dr., Bakersfield, Calif. Ph. (805) 832-2644.

66 HONDA SCRAMBLER. Take over paymnts. Pay off is $725.00 includes 6 mo. insurance. Call 695-6653.

FOR SALE-Large (five) bike trailer super, sanitary throughout. New tires, 66 lic. 4-5 gal. gas can racks. Large tool box mounted on Tounge. Elect. brakes, H.D. rims. $750. invested. Call 875-2698.

CZ 250cc Moto Cross-near new-titanium sprocket and magnesium cases and wheel hubs. $595. Go Kart-Carretta Sprint-Margay gear box and MC9 engine $225. Phone 981-6119.

FOR SALE: 1963 Ford Thunderbird-power brakes, power steering, power windows, power seat. AM/FM radio. White ex./red leather int. Very well kept-$1900.00 or best offer. Call after 5 p.m. (714) 534-0360 private party.

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TRADE-270 cu. in. dual overhead cam Indy. racing engine. All aluminum complete, less carburetion. For more details call 875-2698.

WILL TRADE-street tires on a Victor, for knobbys of same size. 700 mi. F 3.25-19, R 4.00-18. Joe Jackson, 14718 Grevilla Ave., Lawndale, Calif.

SWAP 2 Honda 305 Super Hawk megaphones for stock mufflers. Larkin Rogers, 1850 Gardenia, Long Beach, Calif. 591-8893.

TRADE - 58 Ford 2 dr. or 55 Chev. ½ Ton Panel, new motor, tran. & rear end. For TT, Scrambler or Flat Tracker. Don Dobbins, Ph. 714-530-3812.

BACK ISSUES OF CYCLE NEWS-25¢ each. From Sept. 23, 1965.

TRADE - two almost new 32m.m. Del Orto carbs for two 30m.m. carbs in same condition Phone 916-371-1412.

THE MAN NAMED "LUCKY"

Who rode a BMW to Ensenada, contact Dutch at Cycle News as soon as possible. Phone 423-0431.

FREE TO HIGH SCHOOL STUDENTS, riding & racing enthusiasts are eligible for free Los Angeles Chapter membership of A.F.M. This is offered to High School students so they may become active and more familiar with European F.I.M. type racing in U.S.A. Contact: Jim Manning, V. Pres., A.F.M. L.A. Chapt., P.O. Box 622, So. Pasadena, California.

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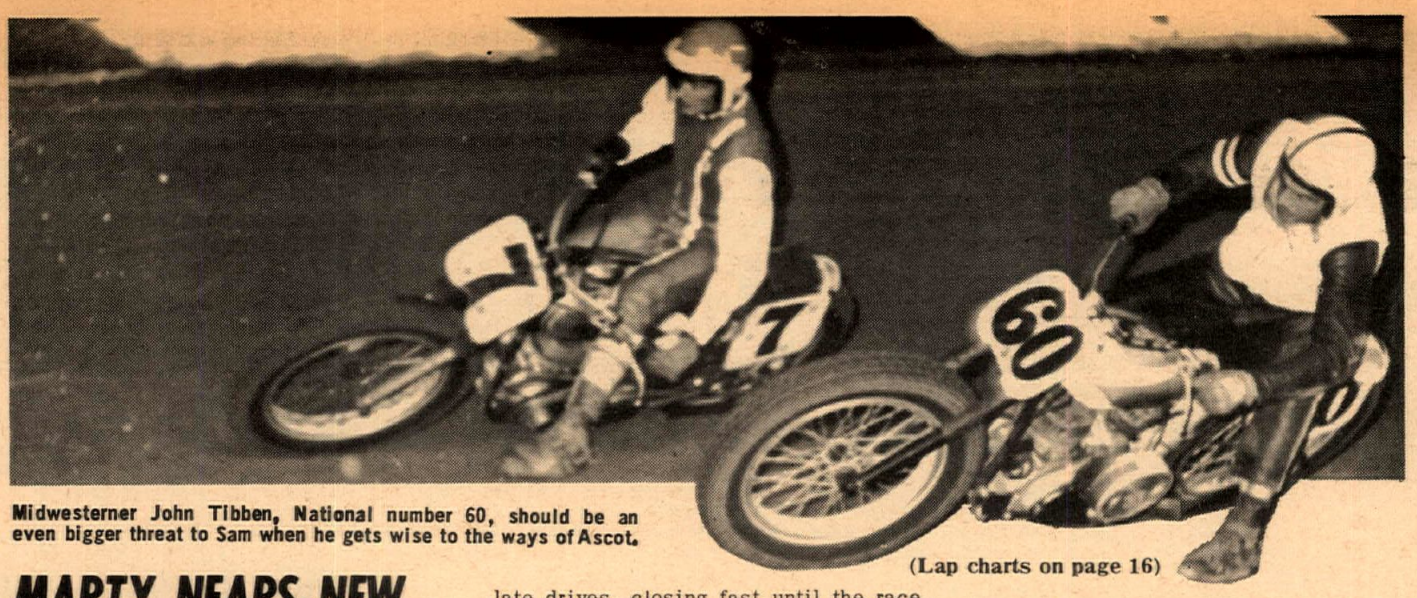

Midwesterner John Tibben, National number 60, should be an even bigger threat to Sam when he gets wise to the ways of Ascot.

(Lap charts on page 16)

MARTY NEARS NEW NOVICE RECORD

ASCOT HALF MILE STORY:

It took a month and an early checkered flag but Sammy Tanner finally won a half mile main event at Ascot.

"Mr. Half Mile" who has been going nowhere for a month was the leader at the end of the 11th round when the black flag came out last Friday and stopped the race.

The flag fell when Chuck Jones "centerpunched" Pat Gosch, taking both riders to the ground on the south turn. Neither one was injured but it took awhile for Gosch to get to his feet.

Sammy took the lead from Dan Haaby on the second lap and was orbiting along until the number eight lap when Ralph White started one of those familiar late drives, closing fast until the race was stopped.

Sammy also had a rough time in the heat race when Gene Romero came on fast in the last half-lap to cross the finish line at the same time and produce the first dead-heat finish of the season!

Both riders went to the trophy dash with Tanner taking the win and Romero running last. "Upstart" Amateur, Shorty Seaborne clocked a fast enough heat race win to become the first yellow plate rider to sit in the fast four lapper this season. He finished third behind White.

Seaborne had things all his own way after missing the last two weeks' action. He won his heat race and then led the final from start to finish. The 5-foot-tall tiger also added became the 12th Amateur this year to win the ten lap final. Only eight Amateurs make the main event weekly.

Late in the race his rear wheel started to come around and meet the front wheel. But Shorty fought back, regained control of his Dick Kelm special and won with room to spare.

Novice action found Mike Morton being stopped in the heat race and having to come back the hard way by winning the semi and starting in the back row in the "B" final. Larry Pruett held the lead the first four laps before giving way to Morton who went on to record his third straight novice main event win.

Point leader Marty MacDonald inched another notch closer to the novice heat race record when he recorded his 13th straight five lap victory. He is now just four away from a new all-time novice record in heat race wins.

...And Five To Go

Only five more Friday nights remain to be run at Ascot before the curtain rings down for another Friday night season. The state championship runs on the final night, November 11th.

By Roxy Rockwood

THE FINISH LINE

More TT's, More Points, More $$ for AMA Pro Riders

The new San Gabriel Raceway was off to a good start last week and shows promise of hosting some fine racing these coming Saturday nights.

According to the clocks it didn't take the riders long to get used to the track. The times kept getting faster and faster. This is a completely different type surface and track from what the Ascot riders have been accustomed to, but the changeover was no big thing.

San Gabriel and Ascot now give the TT riders (or will in the near future) just about the same amount of races the oval artists enjoy. TT specialists can look forward to racing weekly at one track or the other from now until early November.

Through the winter months the San Gabriel TT will run at least twice a month and then weekly next season. For many years past about once a month, or twice at the most, was all the jump riders could look forward to. It's all changed now.

The new track has also added what could be major changes to the final AMA point standings and the point fund that will be paid. Points the riders earned at Ascot this year are being carried over to the new San Gabriel track and the points out there will be added on when the riders return to Ascot on Nov.5th. Jim Berry and Gene Romero are now being pressed in their respective classes as well as John Sprague in the Novice class.

The 1966 point fund for TT riders will be substantial this season and enormous next year with the addition of many more races in the area.

It takes an all around rider to win at both tracks. Ascot is more demanding in many ways but San Gabriel is much faster. The Ascot jump is higher, San Gabriel has two times in the air. They're two different shows any way you look at it.

It appears to be a full and $$$ future for both the half milers and the TT riders with some more road racing, much more, a strong possible in the near future. The big question mark right now is just how much short tracking will come in to California.

How Much More?

The state now has four national events with a half-mile, mile, TT and road race nationals on the list for next season. This is one of each type of pro-racing offered except a short track. If things go right you might even see a national indoor short track before too long.

Only five more Friday night Ascot half-miles remains this year with the last on November 11th. There will be a TT every Saturday night the rest of October at San Gabriel and a TT the first Saturday in November at Ascot.

Would you believe 421 Riders Entered now! Are you man enough to race at the Dirt Digger Grand Prix? Enter Today!

Indoors Rides Again!

Long Beach will host its first indoor race of the new season under the arena roof with two nights on November 18th & 19th. Then the San Francisco Cow Palace hosts 250's indoors starting the first Saturday night in December.

For the followers of TT and Eddie Mulder, he went back to doing only "Wheelies" on the victory lap last week and picked up his entire pay after the races. His former riding partner, Skip Van Leeuwen, finished second all by himself and also picked up his entire winnings. Togetherness can be costly so the win twins are back doing a solo act once again.

Lin Kuchler, former head of AMA and now with Daytona's NASCAR, was in town last week on official auto racing business. There may be some surprise announcements concerning NASCAR in the near future.

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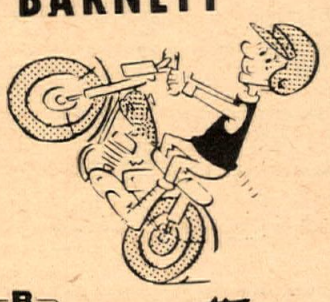

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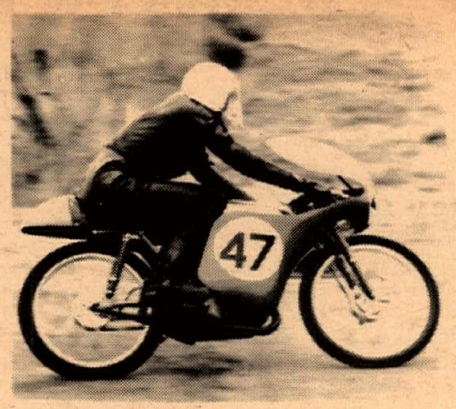

Terry Denton on his Ital-Jet took 2nd in 50cc class.

on the board of directors (Yankee capital?) and at least one English cycle publication has mentioned the dread word "liquidation."

God isn't dead, he's just withdrawn from racing.

250cc Grand Prix

Since Suzuki was scarcely there (the factory team being totally absent and Dick Kilgroe's model being plagued by a wandering spark) Yamaha had things pretty much their own way in the 250 class.

Bill Boyd and Bob Cambou, both on Al Fergoda sponsored TD-1 series Yamahas romped home one-two, with Joe Butte third on yet another TD-1.

(Results on page 16)

Joe Butte heads toward 3rd place in 250 GP aboard a Yamaha.

Scrambling Around Cycleland Speedway

By John H. Noffsinger

Oct. 2nd, 1966 opened the new TT track at Cycleland Speedway, Chico, Calif. Using the flattrack portion, plus a jump and a few very sharp turns thrown in the infield portion, the track proved to be popular and exciting. The

will be enlarged, with a steeper pitch to put the bikes in the air more. They should put on a good show for the customers.

Fifty-five bikes were present Oct. 2 with the results as follows:

Loren Strong 74Q on a Yamaha won the 60cc class. Second, was Tom Von Segran 33R on a Honda. Third, was Delmo Becker 79R on a Honda.

Tom Bruckenstien 89R on a Hodaka was able to pull away from the rest of the pack in the 90cc Novice class. Second, was Gene Mendez 31R on a Honda, followed by Gene Freize 37R on a Honda.

The 90cc Amateur class was exciting with Phil Heyrand 47R on a Yamaha showing the way. Bob Brown, 30R on a Bridgestone took away second place from Dick Turner 38Q, Yamaha when the latter missed a shift on the last corner.

BARE WINS ON A BEAR

Ted Bare 87Q on a Ossa won the 175cc class. Second, was James Peck 116K, Bultaco, and third was Hank Roberts, 115R on a Yamaha.

The 200cc Novice class was taken by Tom Jones, 97Q on a Bultaco. He was followed by Bill Snodgrass, 12R on a Bultaco, and by Skip Taylor, 95R, Bultaco.

Ken Norberg, 19Q on a Yamaha won the 200-250cc Amateur class. Dave Henderson 3R, Ducati was second, followed by Bob Milligan, 21Q, on a Bultaco.

The open class was put away by Expert Dave Veffredo, 50R on a Triumph. Followed by Al Watson, 91R, on a new BSA Victor. Third, was Adoph Hearlman, 9V on a Honda.

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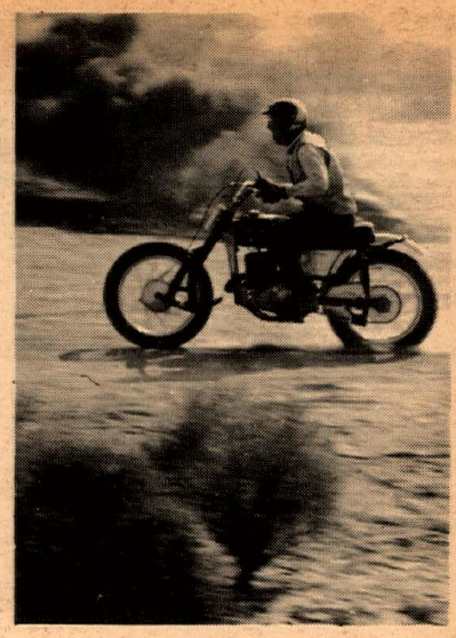

BIRTHDAY BASH PONDEROSA INN

By Bill Pettigrew

Jack Ross hosted another hare scrambles at Ponderosa Ranch near Lancaster on his 30th birthday last Sunday and the outcome was a *Birthday Scrambles*. Mrs. Vonna Haley made Jack a birthday cake and a feast of tamales and cake resulted. Donnie Dahlquist had all the riders present sign a birthday card and this was presented to Jack. At sign-up time Jack passed out souvenir ribbons so all participants could take home a reminder. A grand total of 185 riders braved the Ponderosa course.

Jack Morgan and his Hodaka took first place laurels in the trailbike Expert Class. J. Baker and his trusty Zundapp copped first place in the Novice Trailbike class.

The soft sand whoop-de-doos and the tall, steep hill in the back section proved to be the hardships of the day for the small bikes. The open class found a puddle of water shortly after the start and proceeded to cover their number plates with the muck. But all in all the majority enjoyed the enduro section of the course.

Rod Pack and his able Triumph rode to glory in name of the Viewfinders M.C. Rod was about fourth at the smoke bomb with Bob Mc Laughlin on a Husqvarna in first. Oscar Thompson and BSA charged through with Jim Martino and his Triumph in close pursuit. By the next lap Rod had worked past the others to take the lead and keep it to the end. Jim Martino was Rod's only threat in the grueling 30 miles.

Oscar Thompson closed the gap towards the finish and copped third on his moving BSA. Oscar had won this event at the last outing. Mc Laughlin and his very capable Husky took a hard-ridden fourth in the open class. There were 139 bikes in the open class and 72 finished. Of these 72 a total of 56 trophied.

All participants and enthusiasts seemed to enjoy themselves in the various day's activities. Jack again hosted a fine event and mentions that there is going to be another on November 6th. The Tamale man will also be back for you south of the border gourmets.

PONDEROSA INN

185 ENTRIES

90cc NOVICE	
J. Baker	Zun
Sherman	Hon
E. Stephen	Hod
90cc EXPERT	
Jack Morgon	Hod
R. Mathews	—
Coyne	—
OPEN 101cc AND UP	
Rod Pack	Tri
Jim Martino	Tri
Oscar Thompson	BSA
Bob McLaughlin	Hus
Don Watkins	Gre
B. Rockne	—
T. Clarke	—
R. Fry	—
R. Raffel	—
C. Robbins	—

139 Big Bikes
72 Finished
56 Trophied

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Once Around The Course

SHAMROCKS STATE CHAMPIONSHIP H & H

By Larry Haley

At a quarter to ten the Shamrocks held their riders meeting, giving us the necessary information about the course, what to expect and etc...as everybody knows by now who has read the Cycle News report written by Dick Wright there was a bad start. This was the first and only bad desert start of the year to date, and much to my disappointment it had to happen to a swinging club like the Shamrocks M.C. and also to a State Championship run. I would like to bring in to the picture a rider's viewpoint of what happened out there.

I myself was sitting in line amongst the Joshua trees, and I couldn't see the banner very well, so I decided at the last minute to move to the right, up to a high knoll along with some fifteen others up there. The banner was visible from this point very clearly, although it looked like a postage stamp from the distance it was away from us. I did see the banner raised high and everything was real quiet and I, along with three hundred other riders could expect a drop at any second, naturally most riders are very tense at this moment waiting for the drop, and needless to say under these conditions the least flutter can start it, it seemed to me at that point that the banner got a big bow in it like would occur if the banner was in motion being dropped, but what actually happened was the poles that support the banner came close together giving it this bow.

Now at this very split second bikes began to fire and I heard later on from riders that there was somebody standing behind the line with a walkie talkie in his hand obviously talking to the man at the other end at the banner truck saying "drop it, drop it!" Know if anything in this world is going to set anybody in motion at this point, that will do it. I was mighty confused. I could hear the bikes firing up. I could see riders in motion and the banner was still up. Just about then the banner was pulled back down into the truck by the more than likely disgusted banner holders seeing this lousy start take off. Although the banner was still erect it dropped down in height and at that distance it looked to me like a drop and I wasn't waiting any longer for anymore guys to run over me from behind.

This old Jawa of mine started on the first kick and with all that new suspension came out smelling like a rose at the smoke bomb, running about 12th overall. Although my bike rides like a Cadillac it has a lot to be desired for horse power, and try as I would I just couldn't keep ahead of those big guns.

Now to go back to the Cycle News story by Dick Wright. He said, quote, "The Shamrocks signed the remaining 250 riders' cards for a restart". I think the man is a bit confused, there were more like 250 riders that started on the bad start. Anyway, the course was fast, to check one it was a blast — beautiful. After check one the course went up a narrow road (which by the way was about the only part of loop one that you could really pass on) but it was a real fun section because you could really fly fourth gear. After a few miles the road sort of petered out and we wound up on a tight trail through the shrubs that was still fourth gear, and it kinda went downhill to the bottom of this canyon where there was a flagman slowing people down for a bad ditch and up a steep hill into check two. Still boon docking across the high desert and it's still fourth gear country, came sliding into check three, a quick right and down through this little choppy canyon and finally out onto this flat mesa that was really fast.

At this point (much to my amazement) Bob Belt passed me and about ten seconds later here comes Gary Conrad by me flying low at about shoulder height and I thought to myself at this time, "old dad, you really got yourself a start on this one!" We're hitting it along in fourth gear in this section and the terrain begins to look real familiar and I realized we were coming into the pits. And all of a sudden the trail makes a quick right and I overshot it and I'm grabbing for all kinds of binders and wishing that I had a two hundred pound anchor to slow me down quicker. I made a quick U turn while three other riders dove under me making it down the trail the right way, and I thought to myself "wake up stupid. You ain't going to get nowhere riding with your head in you-know-where."

I came flying into our pits my pit crew gassed me, gave me a drink of water, wiped my goggles and they said you are running in the twenties, and I made it on down about a hundred yards to the pit check, and much to my amazement instead of giving me a check, Dick Fletcher ripped my tank card off, and I said "what in the hell are you doing?" and he said "it's a bad start. Go up on the hill and start over again," so I went back up the hill and I sat on the line by myself for about five minutes, then I decided I better go back down the hill and find out what's going on for sure. I went back to my pits and got another drink of water and took my gear off and sat around for about ten minutes. About then I decided I better go back down to the Shamrocks pit check to find out for sure what's going to be done about this restart. So I put all my gear on and went back down there and asked them "when are you going to have the restart?" One of them said "heck man, it started thirty minutes ago if you want to ride this course legally you better just take off again on the first loop."

So with my new tank card I promptly departed the scene to ride the first loop over again. When I came into check one for the second time they told me I was still running about 38th overall. Now I know I couldn't have passed 200 riders who had a half an hour lead over me in ten miles (to disprove the statement of 250 riders on the legal restart).

The second time around loop one was even better than the first. There was nobody in front of me and no dust. Just a few trail bikes scattered here and there and I had a ball running that loop again. Coming into the pits for the second time...gas, water and goggles wiped again. Got my pit check and somebody said "they went thataway!" So off I went on loop two (or really loop three for me and other bad starters) and it seemed to me like they just picked a spot in the desert and headed for it for about 15 miles. No twist, no turns, no nothing. All you had to do was sit back and roll it on full bore and watch for the danger marks. At check five we turned right and went eastbound under the highway, crossed the highway and into a sandwash that was out of sight.

Well would you believe at about this time that my Jawa, which never fouls a plug (hardly) decided to foul a plug? And would you also believe that the spare plug which all Jawa's carry in the head for just this purpose wouldn't fire either? So only one thing left to do: change plugs. Besides I needed the rest anyway. So out comes the plug wrench and I started to take the plug out and I promptly busted the handle off of it at this point. *#$%£*#&

So I waited for 20 minutes for the next rider to come through. Finally after a while through some act of determination and the help of some fellow bike rider I got the lousy plug out and the new one in and promptly made it again into check six. A Shamrock gave me a piece of wire to fix my clutch handle (the pivot bolt had fallen out) and I proceeded on down the trail. About this time we started down into the Red Rock Canyons. There were hog backs, rough rocky roads, one steep down hill that took me by surprise and scared me half to death causing me to go on my gourd, sandwashes and a tight little trail section for about a mile through some rocks and so forth. Under the highway and back up the reverse course of the Antelope Ramblers run the previous week and finally into a sandwash that led into the high desert again. Once on top of the high desert it was fourth gear into check eight where Ben Bok was checking and only five miles to the pits from there. Was I glad to see them pits! Tired, thirsty and just wore out, but I would like to say that I personally thought that the course was a beautiful piece of work, well limed, well danger-marked and I had a lot of fun riding it.